

West 181 Street

West 181st Street is a neighborhood retail corridor in the heart of Washington Heights. It is also a crosstown street connecting Manhattan and the Bronx that carries significant through traffic, including drivers hoping to avoid back-ups on the Cross Bronx Expressway and highway approaches to the George Washington Bridge.

When West 181st Street is gridlocked, no one benefits - least of all the residents of Washington Heights. DOT worked with a Citizens Advisory Committee made up of residents, corridor businesses and local leaders to develop a plan that considers the unique needs of each block of 181st Street. The implemented plan includes

new turn restrictions, turn bays, signal timing, bus lanes, and delivery windows for commercial vehicles. The cumulative impact of these elements has been a dramatic improvement in both traffic flow and safety.

- **20-40%** shorter travel times in both directions
- Total crashes with injuries down **19%** [statistically significant]
- Crashes with injuries to vehicle occupants down **41%**
- Crashes with injuries to pedestrians down **56%** [statistically significant]

This street redesign reduced gridlock while improving traffic safety on a "Main Street" in Washington Heights.



Facing west on West 181st Street at St. Nicholas Avenue

West 181st Street Travel Times

	Time	Before	After	% Change
Eastbound	AM Peak	8.23	5.63	-32%
	Midday	9.41	6.11	-35%
	PM Peak	12.89	8.14	-37%
	Saturday Peak	12.43	7.49	-40%
Westbound	AM Peak	5.59	4.48	-20%
	Midday	6.97	4.99	-28%
	PM Peak	7.15	5.24	-27%
	Saturday Peak	9.88	6.18	-37%

Crashes with Injuries

West 181st Street from Riverside Drive to Amsterdam Avenue

	Before* (three previous years)			After
Total Crashes with Injuries	88	108	96	38.8
Number of Crashes with Injuries to:				
Motor Vehicle Occupants	47	60	60	21.9
Pedestrians	40	42	32	14.8
Bicyclists	2	8	5	2.1

*Before columns show the crash history for each of the three years immediately prior to project implementation. After column shows number of crashes since implementation (through May 2013) at annual rate. See page 46 for further information on crash data source and analysis methodology. The sum of the three specific categories may not equal "Total Crashes with Injuries" because some crashes involved injuries in multiple categories.