



# ST NICHOLAS, BROADWAY AND AUDUBON

Community Board 12 Transportation Committee

October 7, 2019



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# Background

# 1

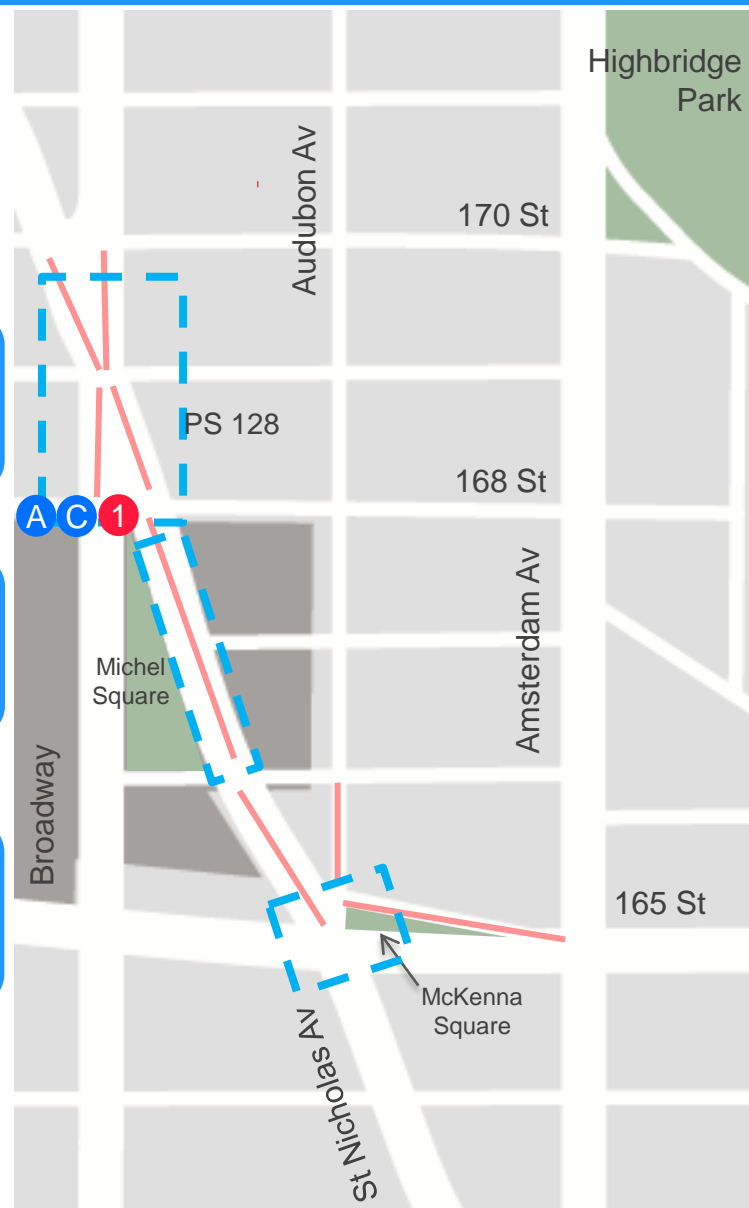
# BACKGROUND

- Project builds on past DOT projects and community requests
- Nearby transit: A/C/1 subways and M2, M3, M100, Bx7 bus lines
- Close to medical facilities
- Walkthrough with NYPD 33<sup>rd</sup> Precinct

2017 DOT Project

Angled parking discussed during Haven Plaza project

Community request for safety improvements



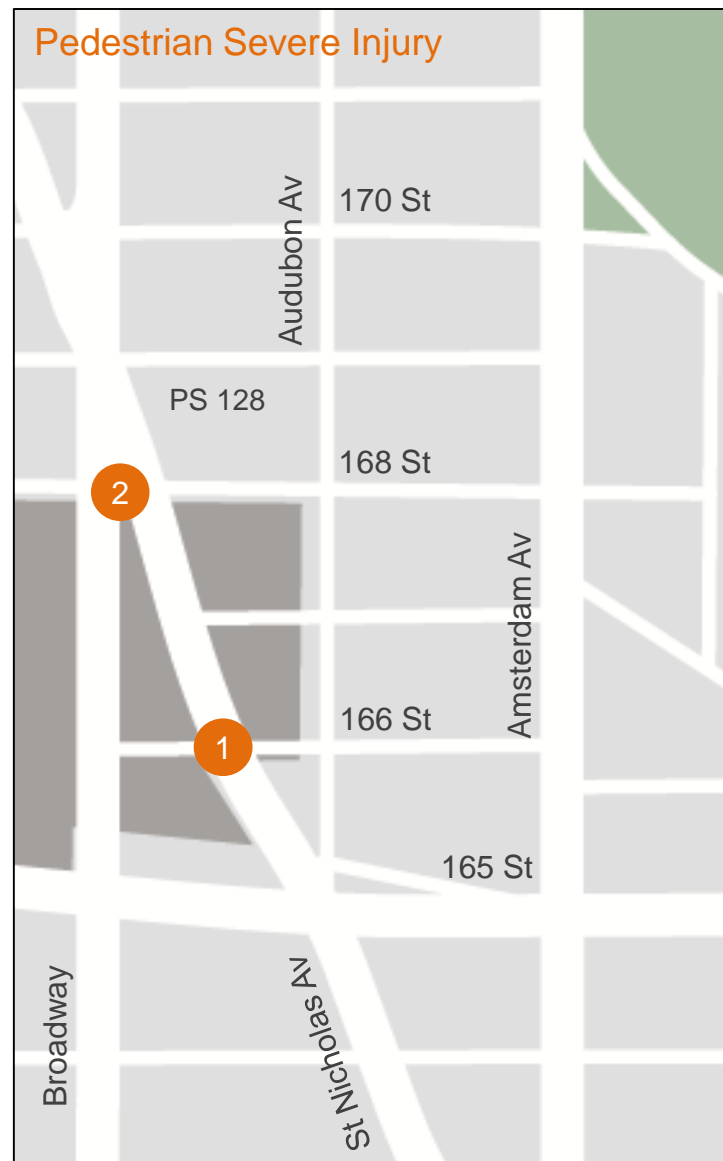
# SAFETY DATA

- **18** total pedestrian injuries from traffic crashes on St Nicholas Ave 165 St to 170 St
- **3** pedestrian injuries resulted in a severe injury at 166<sup>th</sup> St and 168<sup>th</sup> St

## St Nicholas Av, 165-170 St, MN

Injury Summary, 2013-2017 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	18	3	0	3
Bicyclists	9	1	0	1
Motor Vehicle Occupant	29	1	0	1
Total	56	95	0	5



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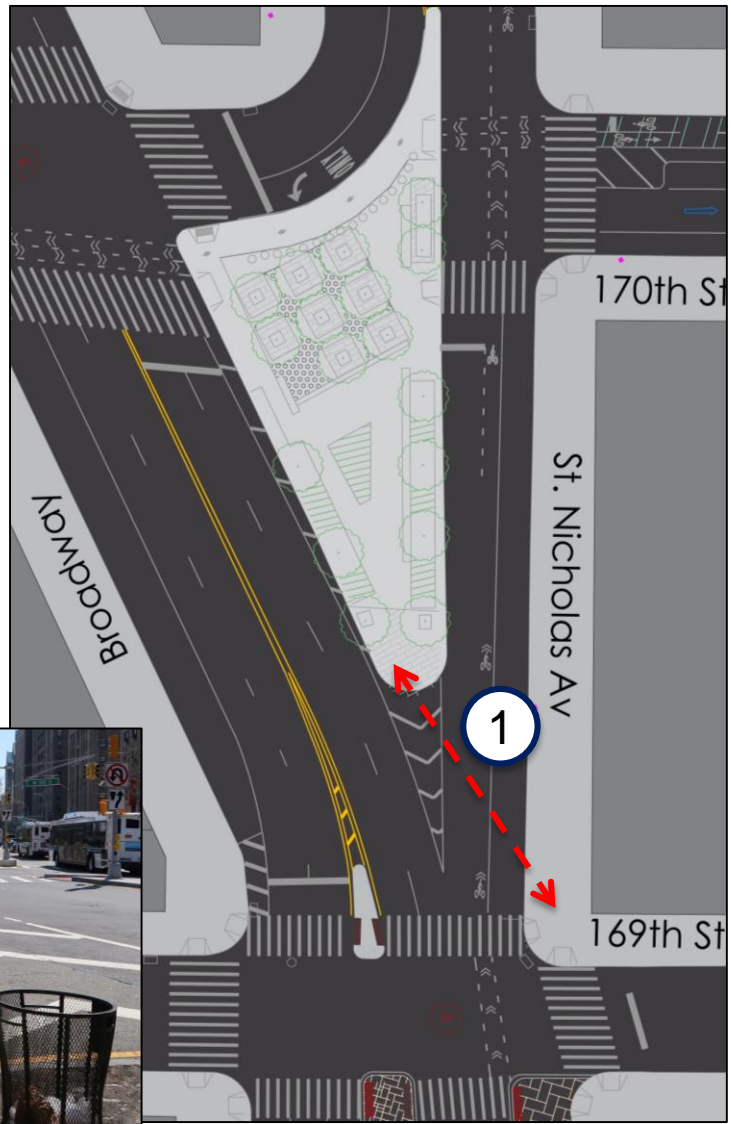
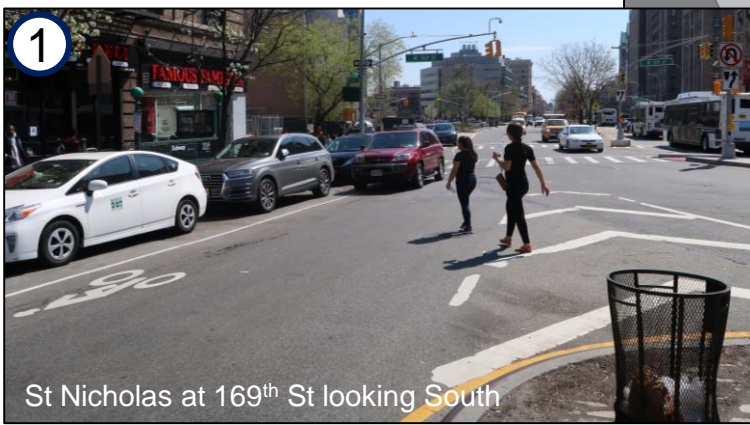
## Existing Conditions

# 2

# EXISTING CONDITIONS: 170<sup>TH</sup> TO 169<sup>TH</sup> ST

- 1 Lack of crossings at pedestrian desire lines
- 2 Southbound bike lane on St Nicholas Ave north of 170<sup>th</sup> St lacks connection to southbound bike lane on St Nicholas Ave south of 168<sup>th</sup> St. NYPD expressed concern about lack of southbound bicycle connection.

- 3 Transition to/from a shared lane on northbound St. Nicholas Ave between 169<sup>th</sup> St and 170<sup>th</sup> St

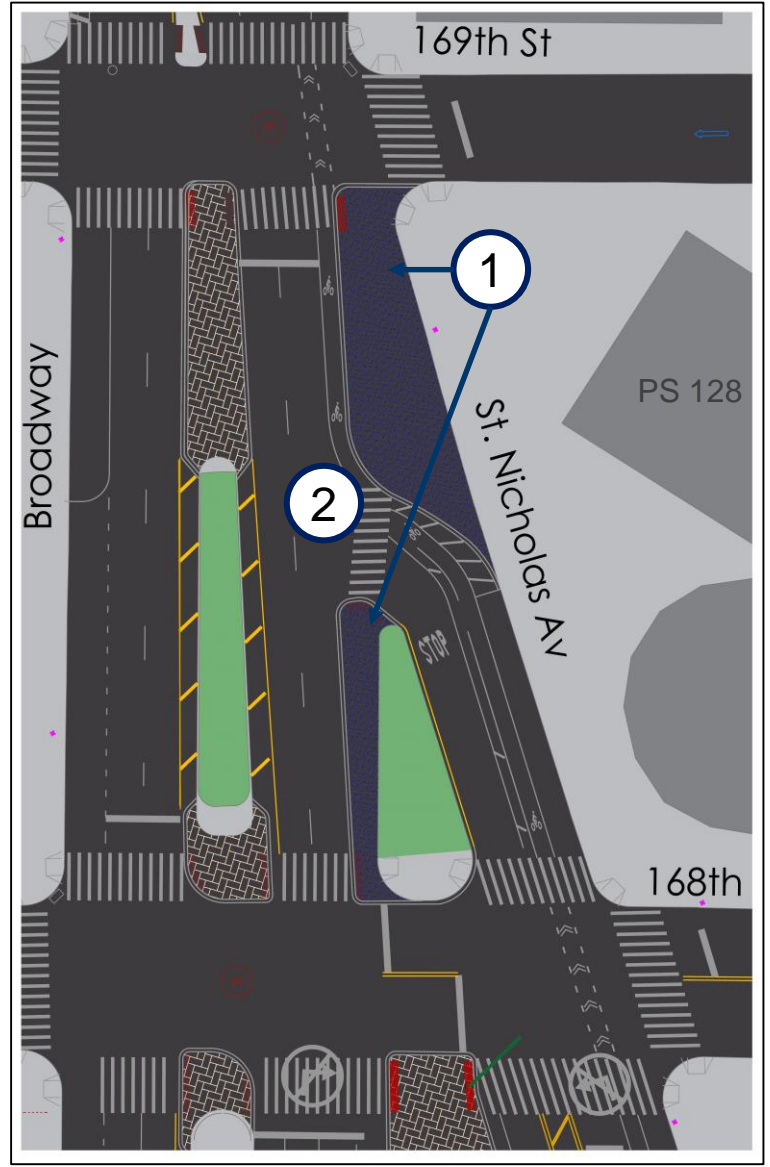


# EXISTING CONDITIONS: 169<sup>TH</sup> TO 168<sup>TH</sup> ST

- 1 Previously approved design was delayed due to construction at PS 128
- 2 Bike lane lacks protection from traffic on north half of block

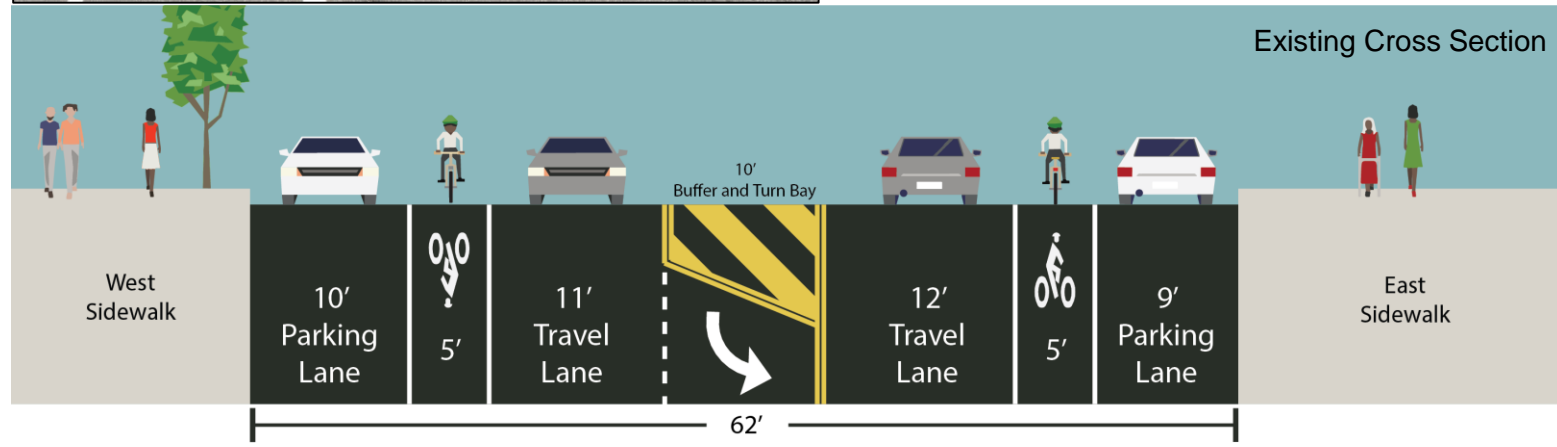
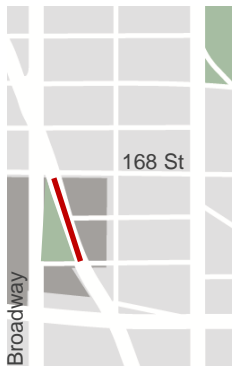


St Nicholas at 169<sup>th</sup> St looking South



# EXISTING CONDITIONS: 168<sup>TH</sup> TO 166<sup>TH</sup> ST

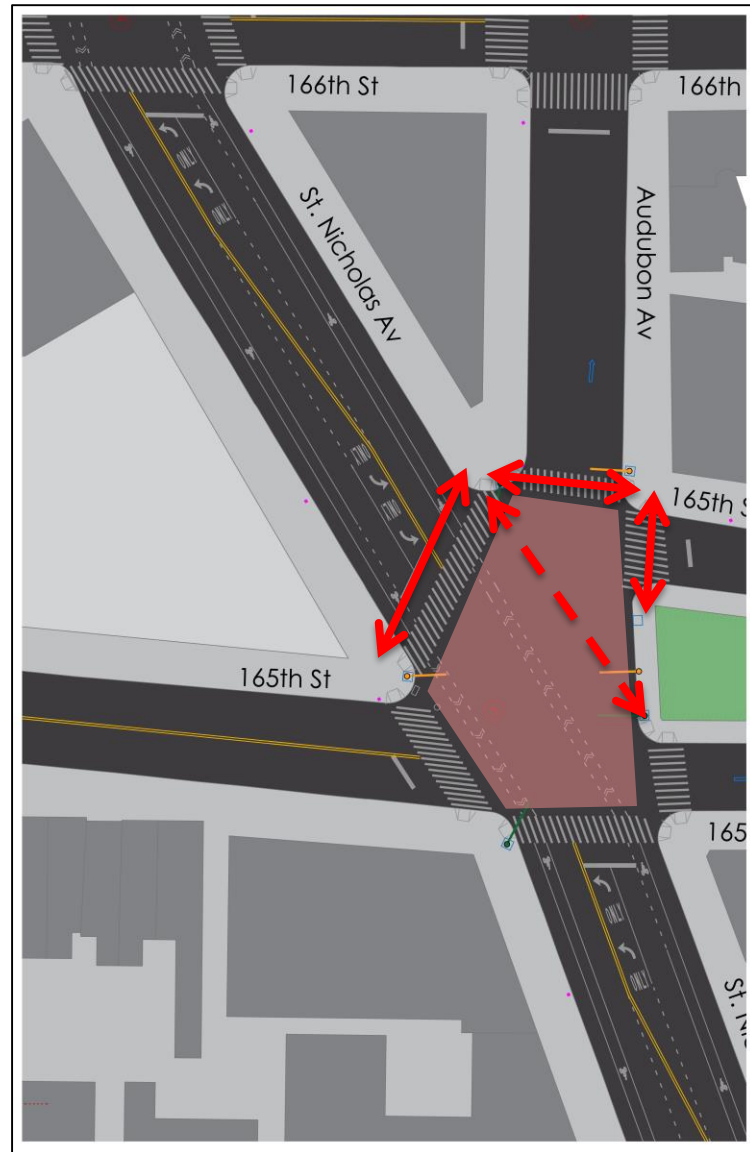
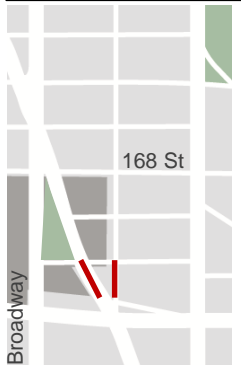
- 1 One lane each direction
- 2 Southbound has low vehicle volumes in the peak hour
- 3 Redundant street network





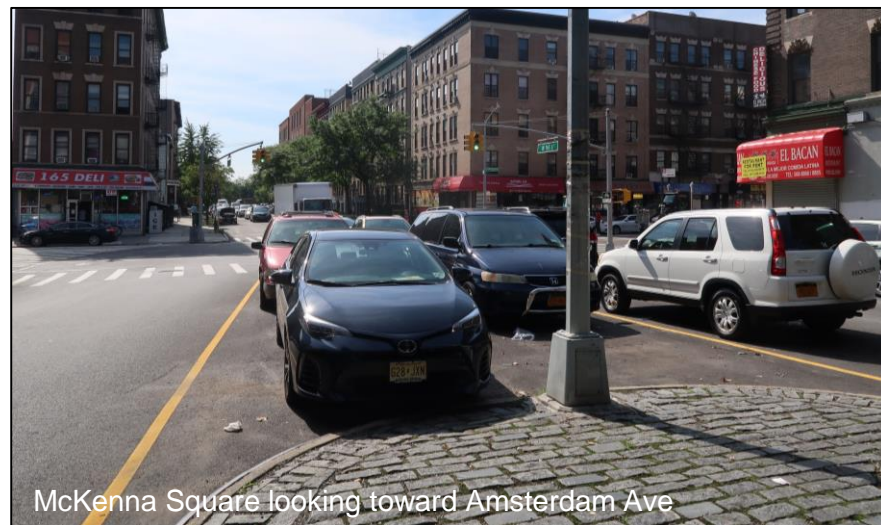
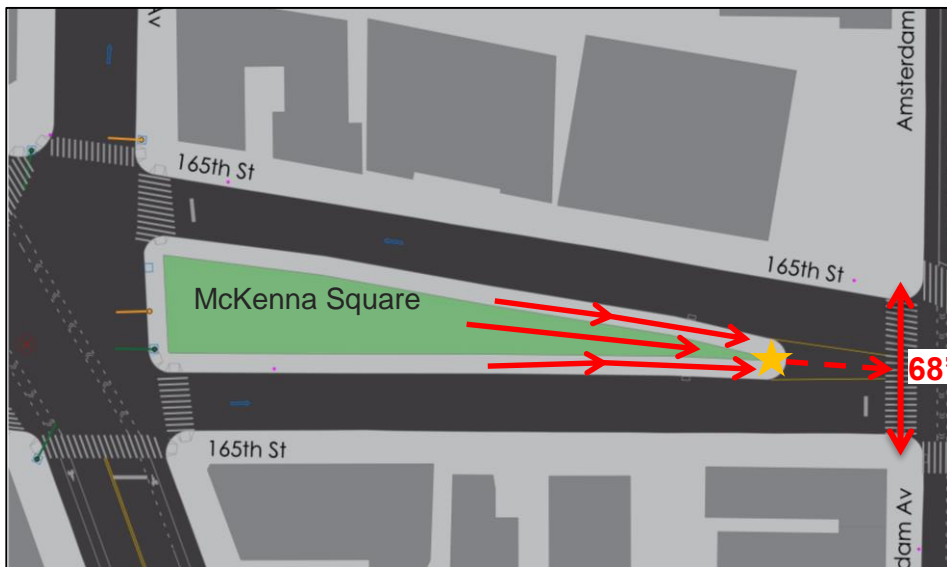
# EXISTING CONDITIONS: 166<sup>TH</sup> TO 165<sup>TH</sup> ST

- 1 Large, six legged intersection
- 2 Pedestrians cross multiple times to remain on St. Nicholas Ave or 165<sup>th</sup> St

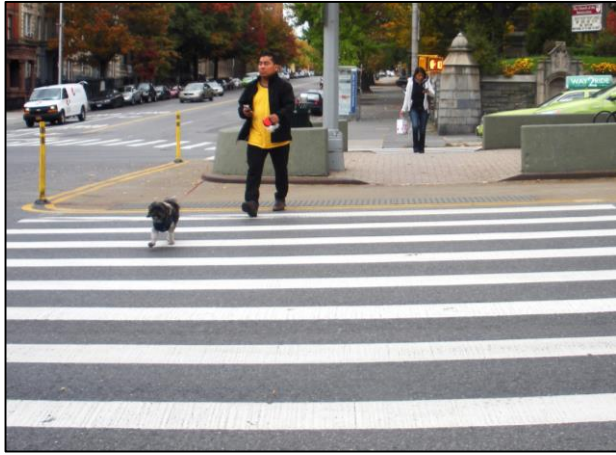


# EXISTING CONDITIONS: 165<sup>TH</sup> TO AUDUBON

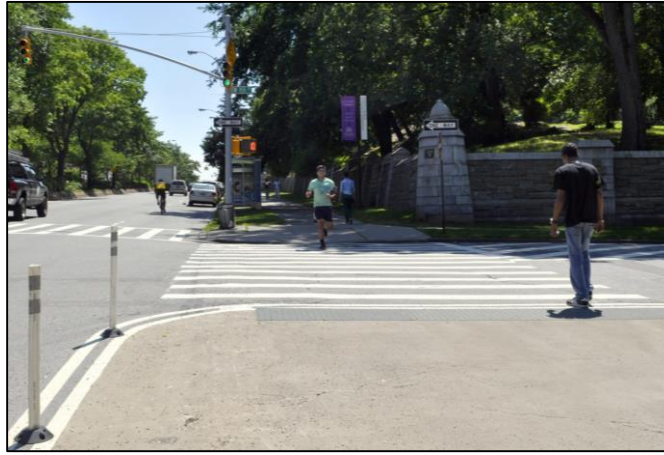
- 1 Pedestrian space stops at eastern edge of McKenna Square, not connecting to Amsterdam Ave
- 2 Long crossing distance for pedestrians



# TOOLKIT



Crosswalks



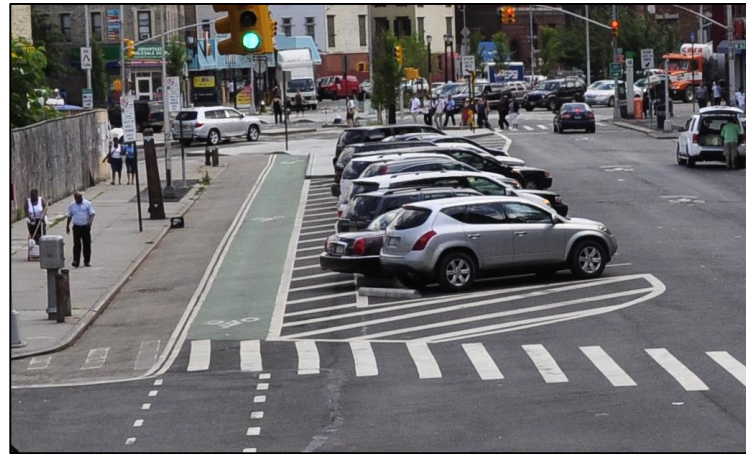
Pedestrian Space with Flexible Delineators



Curb Regulations and Signage



Pedestrian Signal



Angled Parking

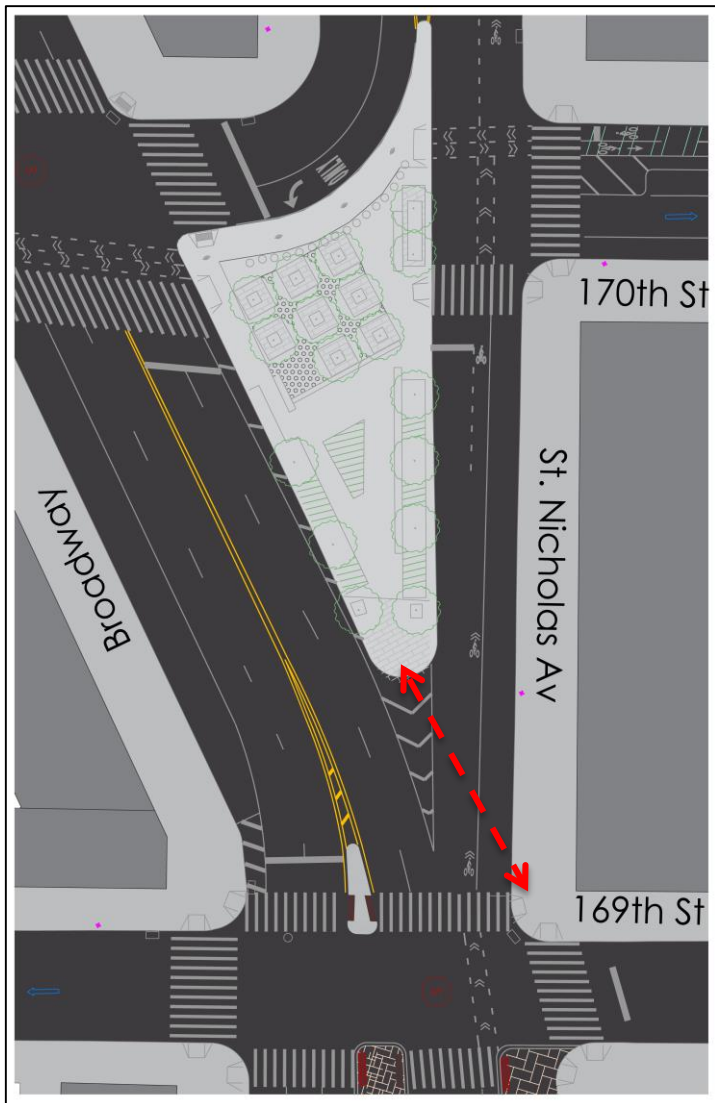
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Proposal

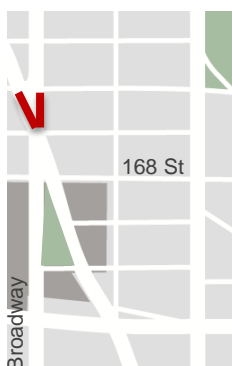
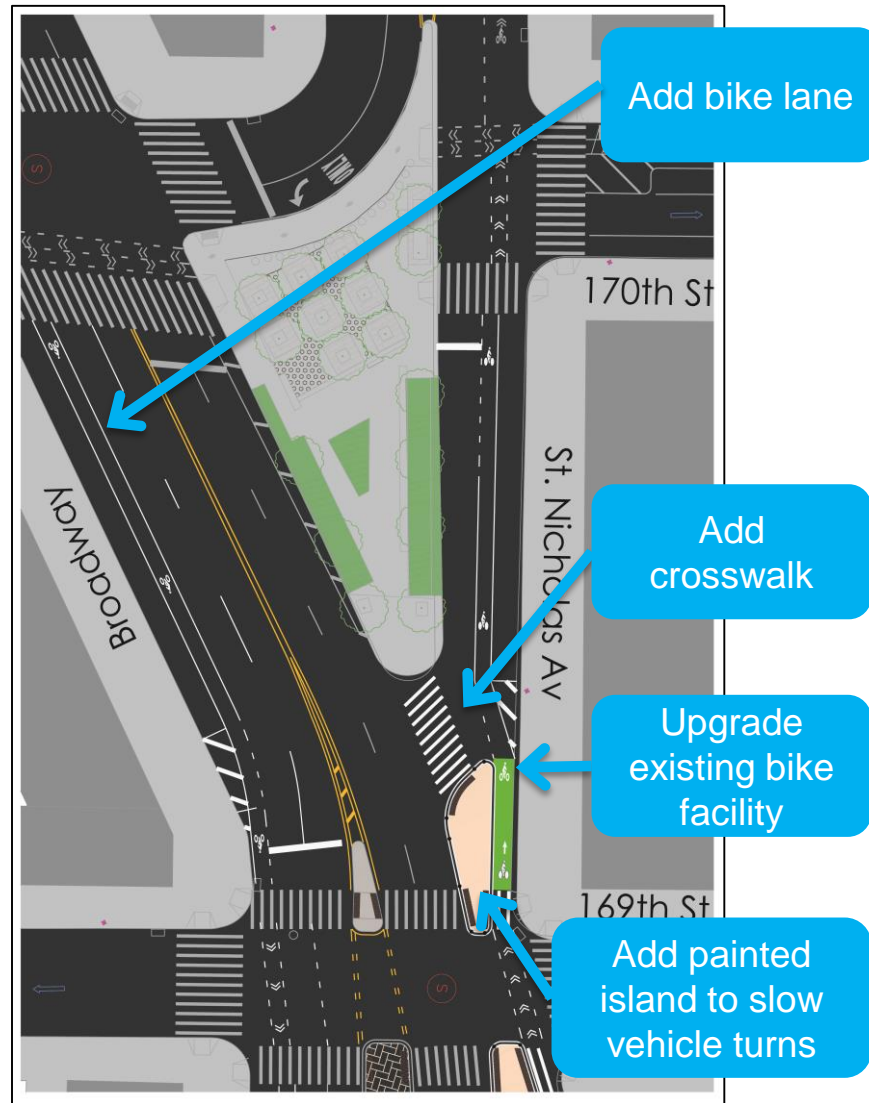
3

# PROPOSED: 170<sup>TH</sup> TO 169<sup>TH</sup> STREET

Existing

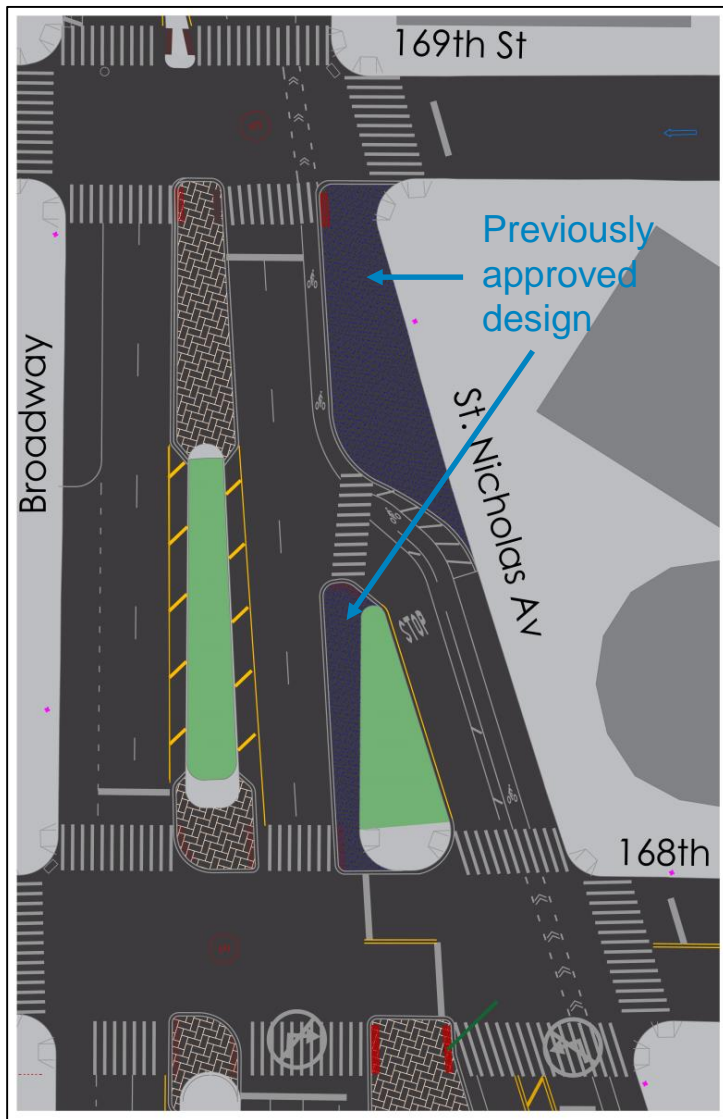


Proposed

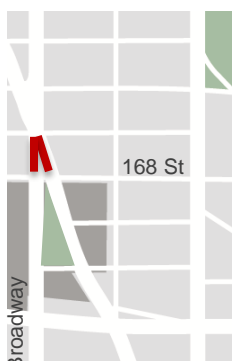
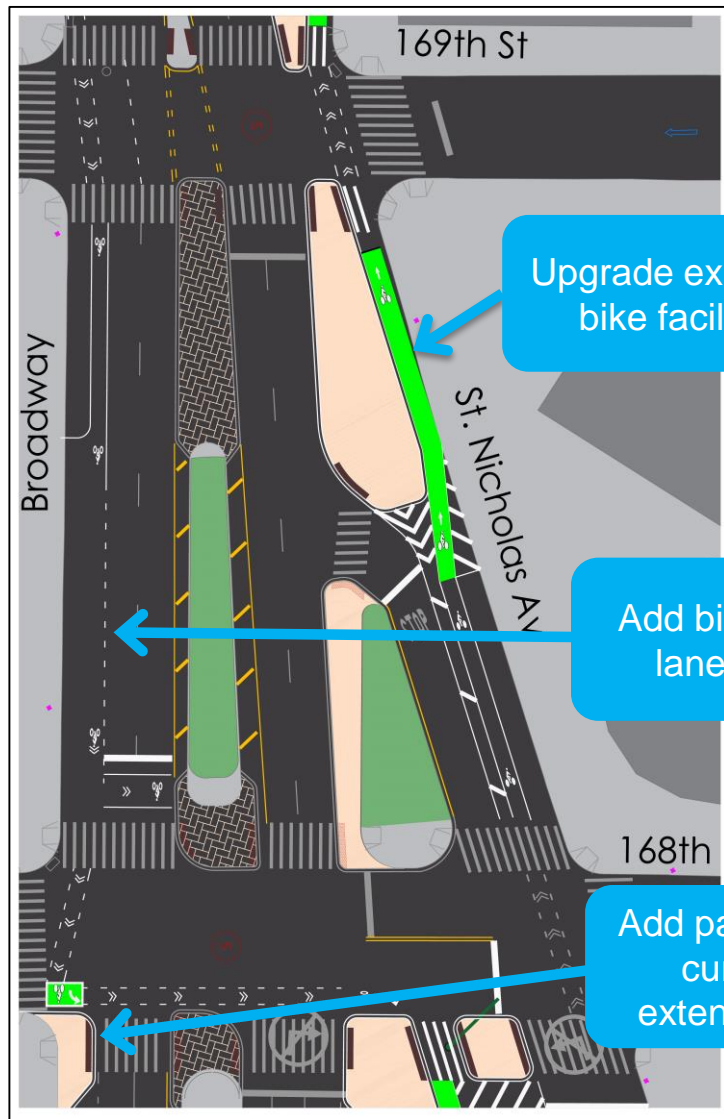


# PROPOSAL: 169<sup>TH</sup> TO 168<sup>TH</sup> STREET

Previously Planned

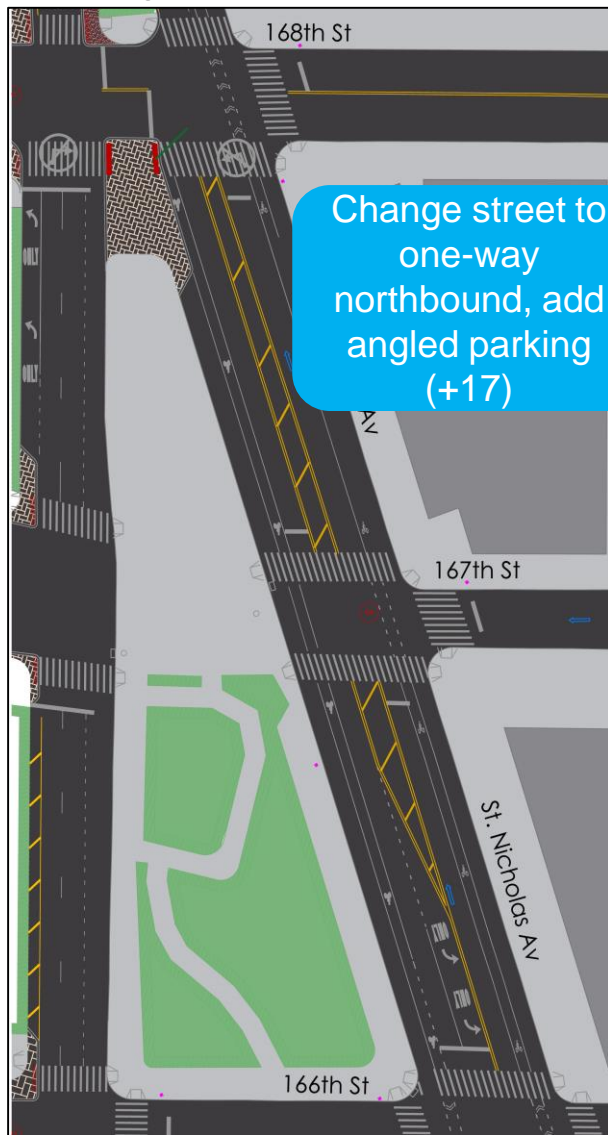


Proposed

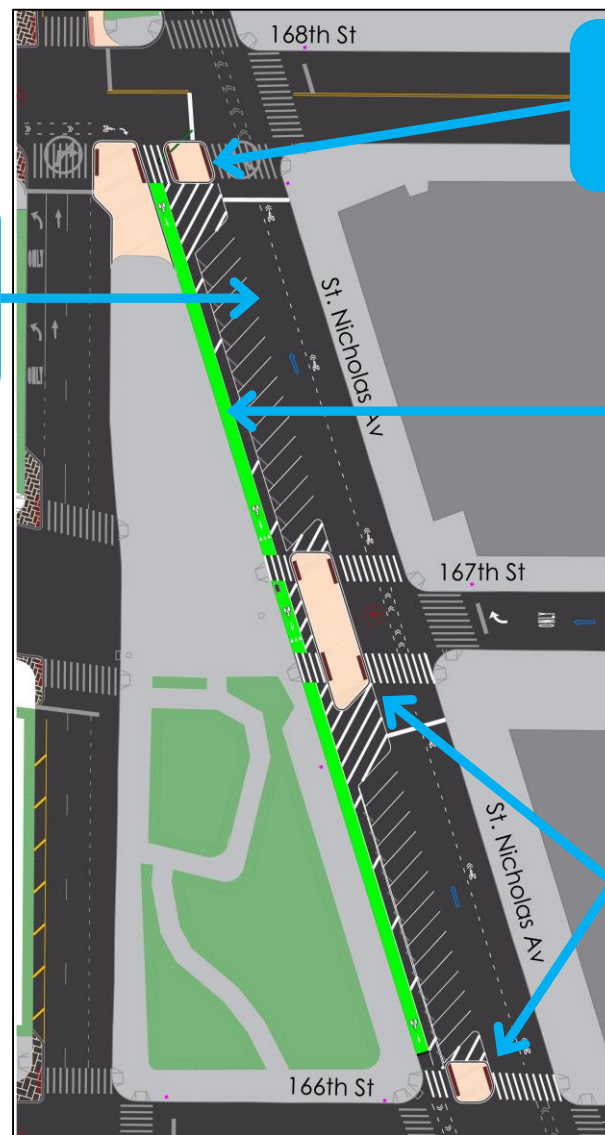


# PROPOSAL: 168<sup>TH</sup> TO 166<sup>TH</sup> STREET

Existing



Proposed

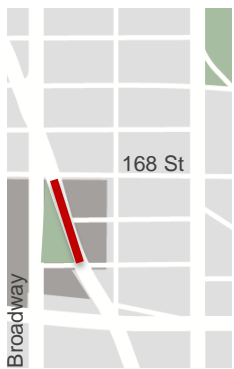


Add painted island to shorten crosswalk

Change street to one-way northbound, add angled parking (+17)

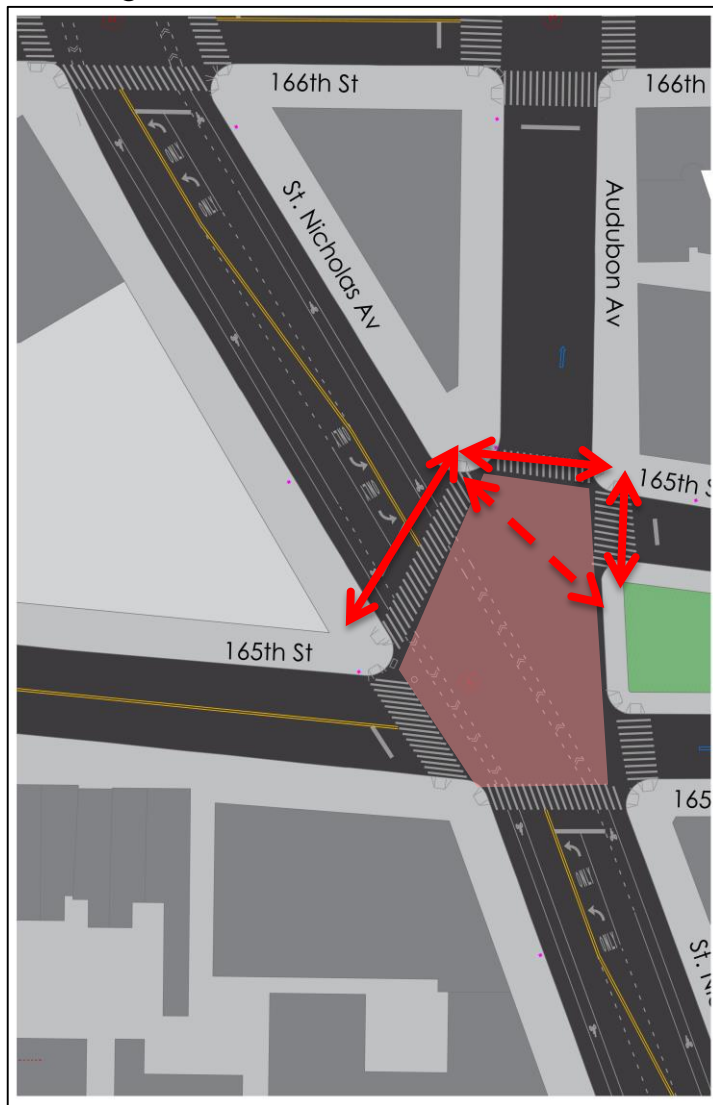
Upgrade existing bike facility

Add painted island to shorten crosswalks

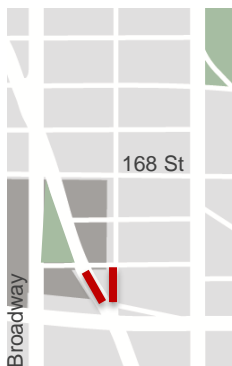
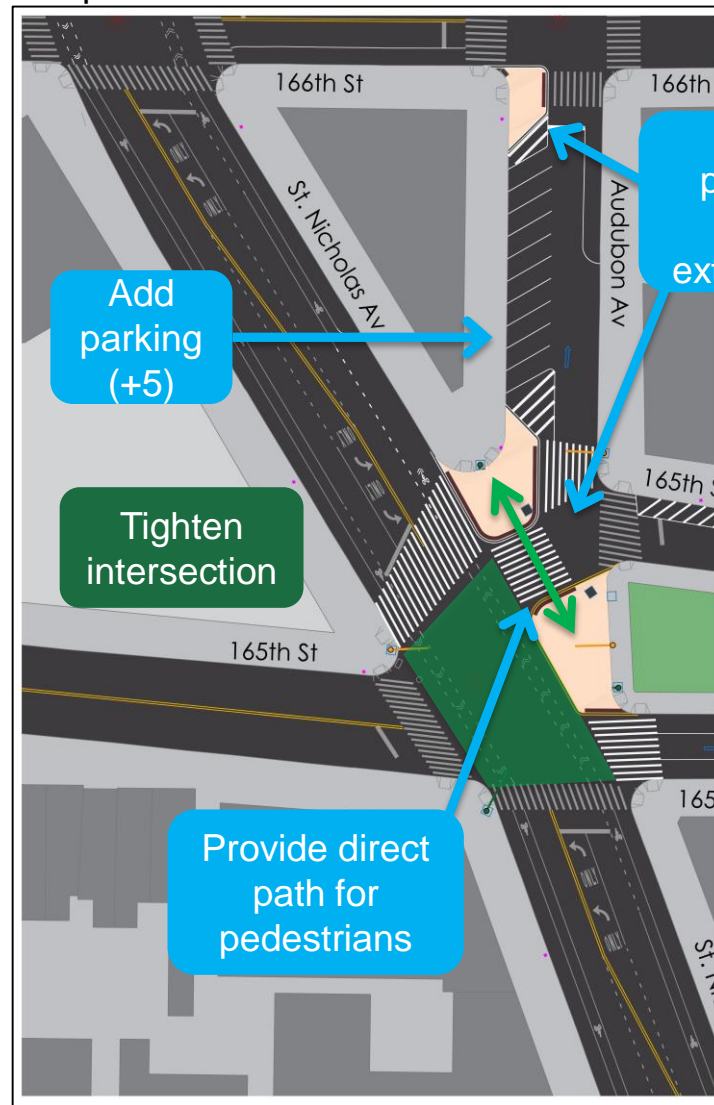


# PROPOSAL: 166<sup>TH</sup> TO 165<sup>TH</sup> STREET

Existing

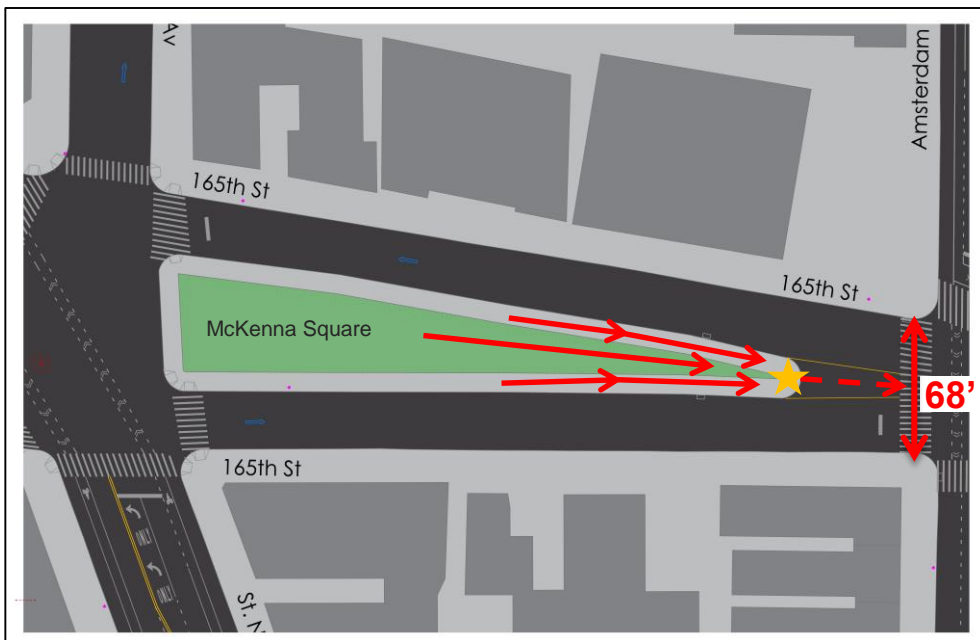


Proposed

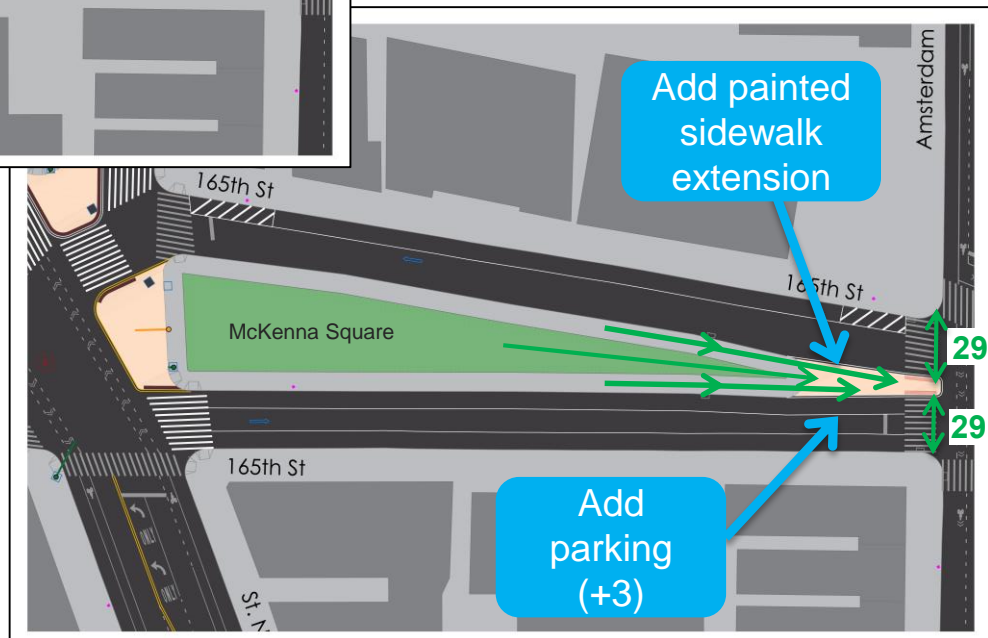




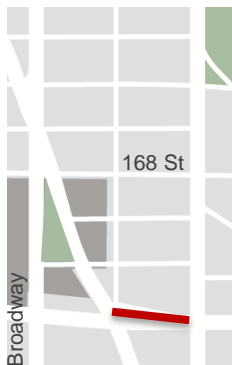
# PROPOSAL: 165<sup>TH</sup> AND AUDUBON



Existing



Proposed



# PROJECT SUMMARY

- Convert St Nicholas Ave from 166<sup>th</sup> to 168<sup>th</sup> St to a one-way northbound
- Add two new crosswalks on St Nicholas Ave at 169<sup>th</sup> St and 165<sup>th</sup> St
- Add 4 painted curb extensions at Broadway and 168<sup>th</sup> St; St Nicholas Ave and 165<sup>th</sup> St; Audubon Ave and 166<sup>th</sup> St
- Add 5 painted islands at St Nicholas Ave and 169<sup>th</sup> St, 168<sup>th</sup> St, 167<sup>th</sup> St and 166<sup>th</sup> St
- Add 1 painted sidewalk extension at Amsterdam and 165<sup>th</sup> St
- Add parking on St Nicholas Ave from 166<sup>th</sup> to 168<sup>th</sup> Sts, Audubon from 165<sup>th</sup> to 166<sup>th</sup> Sts, and on 165<sup>th</sup> St at Amsterdam Ave (net +20 spots)
- Add southbound conventional bike lane on Broadway from 170<sup>th</sup> to 168<sup>th</sup> Sts
- Upgrade conventional bike lane to protected bike lane on southbound St Nicholas Ave from 168<sup>th</sup> to 166<sup>th</sup> Sts
- Upgrade conventional bike lane to protected bike lane on northbound St Nicholas Ave from 168<sup>th</sup> to 169<sup>th</sup> Sts
- Upgrade shared lane to a combination of protected and conventional bike lane on northbound St Nicholas Ave from 169<sup>th</sup> to 170<sup>th</sup> Sts



# BENEFITS



- Clarifies traffic movements
- Provides safer, shorter pedestrian crossings
- Maintains and improves bike network connections
- Simplifies street network

# QUESTIONS?



NYC DOT



NYC DOT



nyc\_dot



NYC DOT

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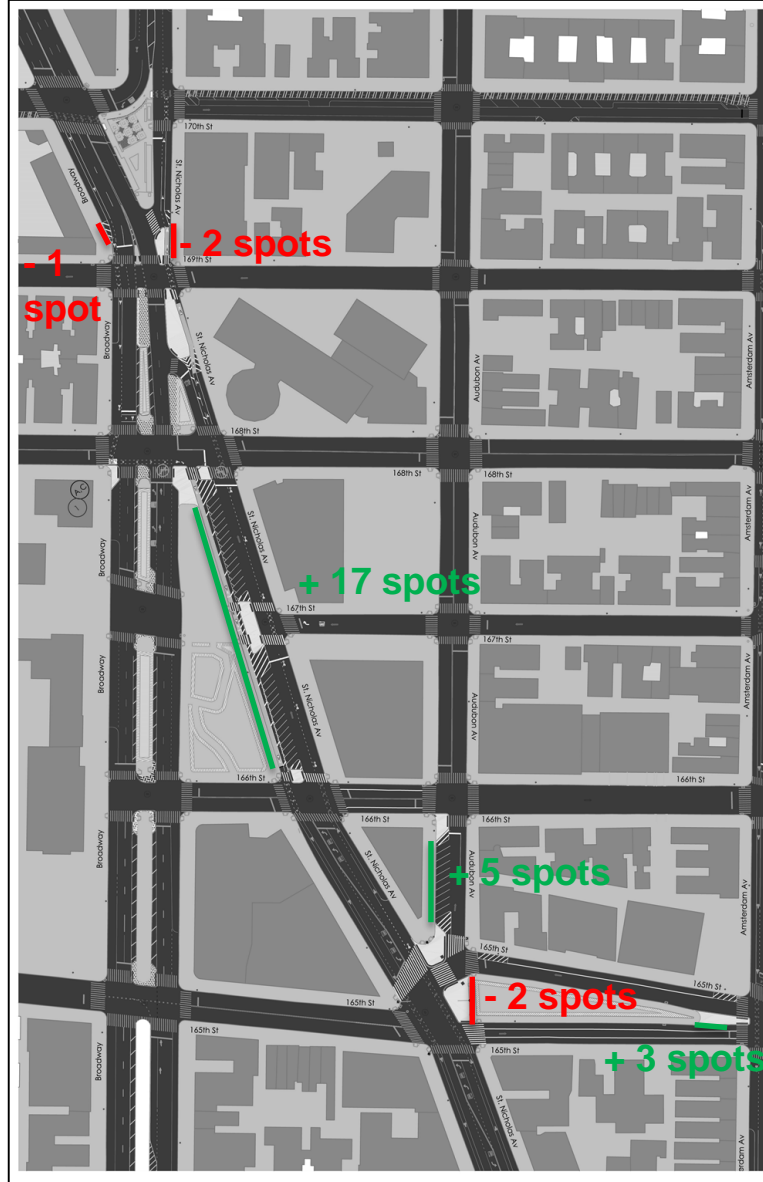
# Appendix

# DIVERSION PLAN

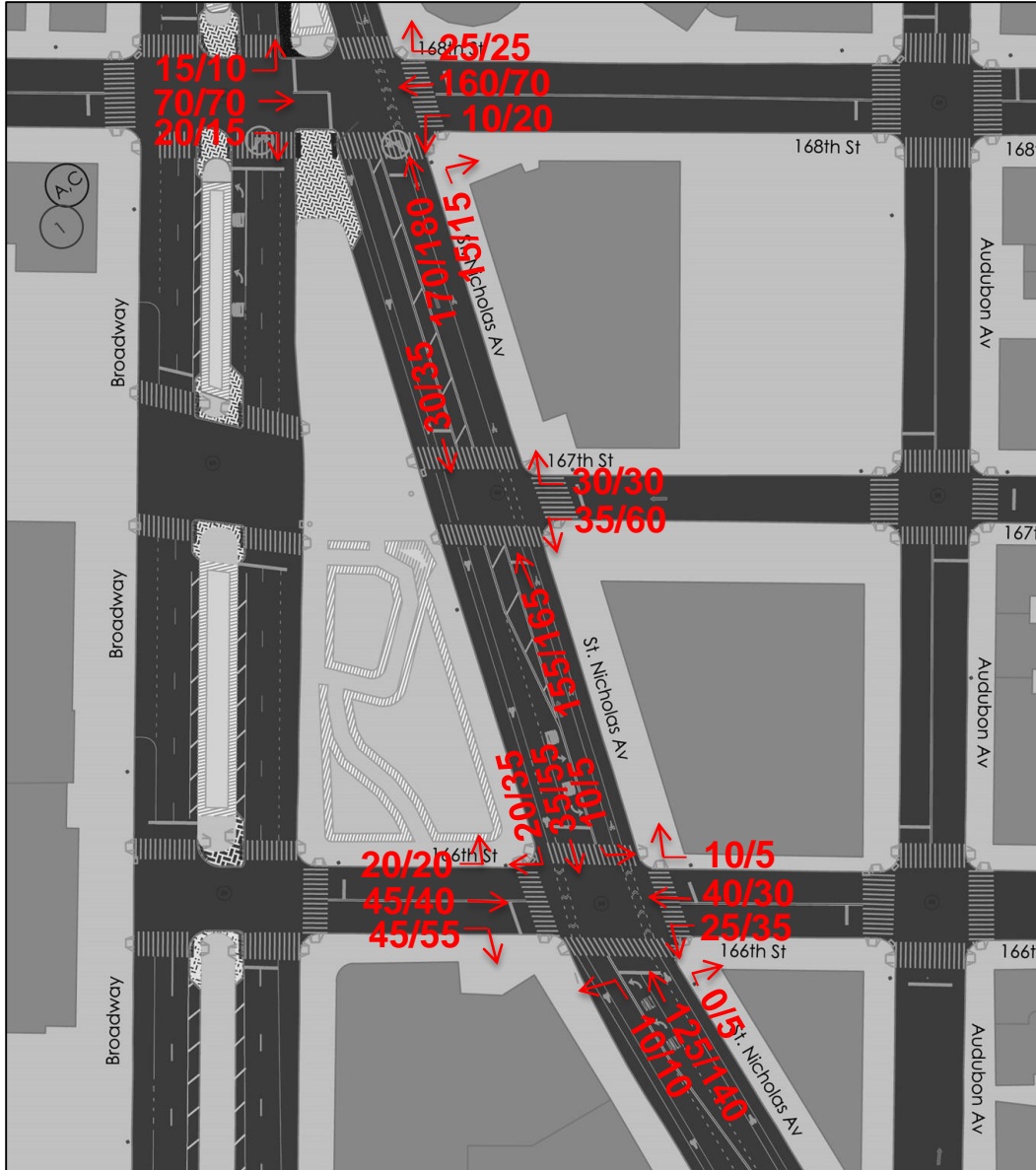


# PARKING

Net: +20



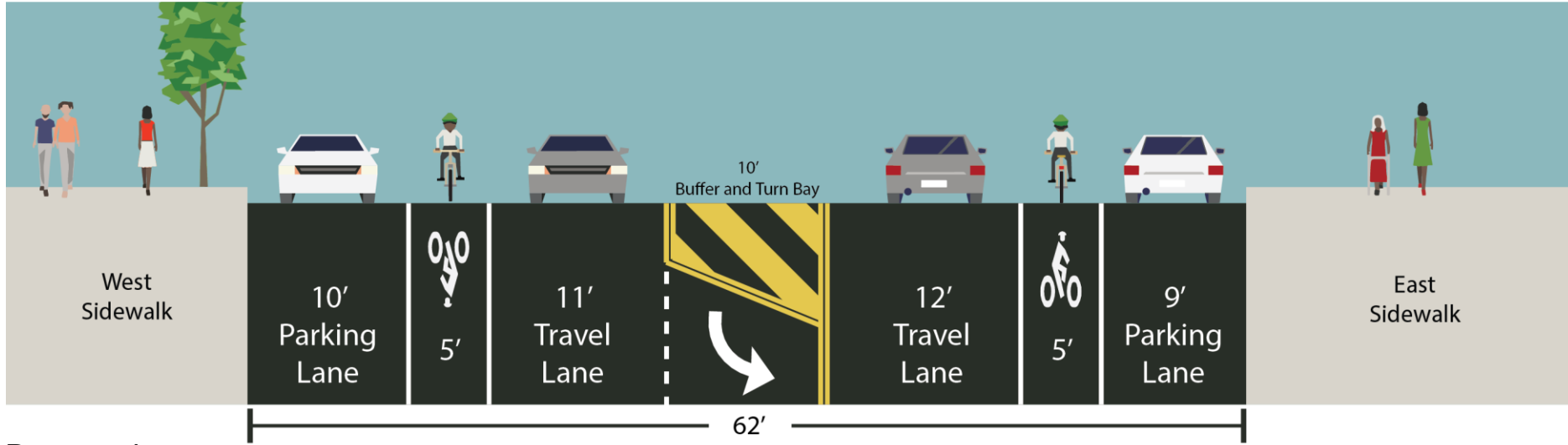
# TRAFFIC COUNTS



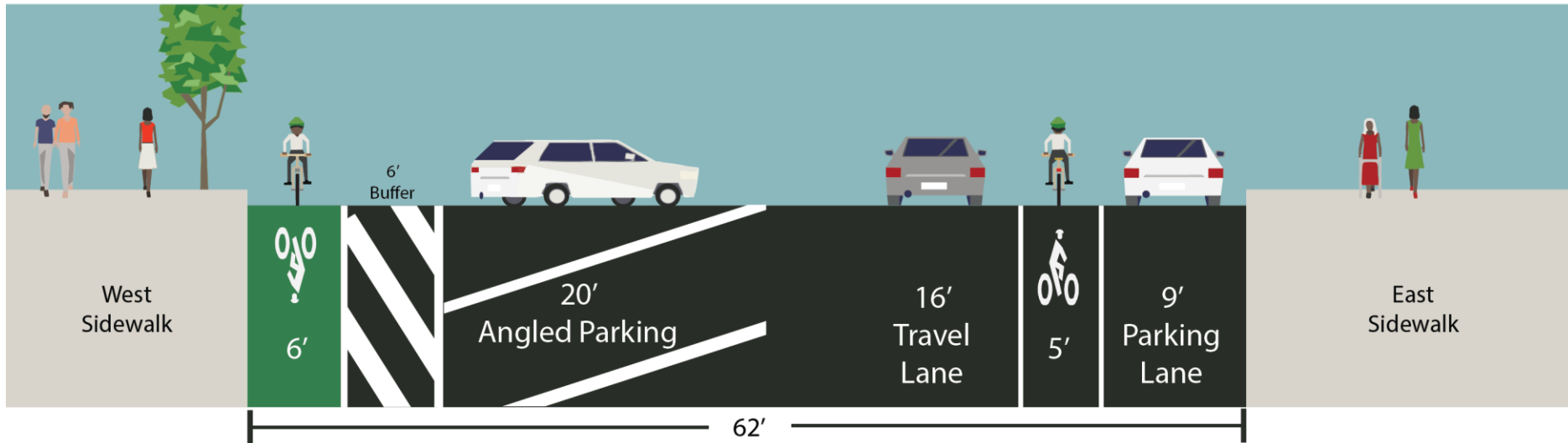


# STREET CONVERSION: 166 ST TO 168 ST

## Existing



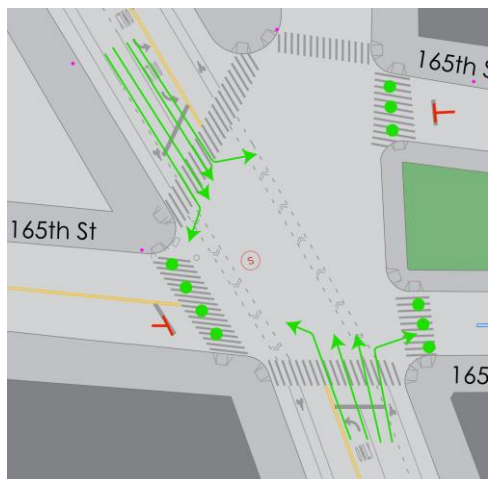
## Proposed



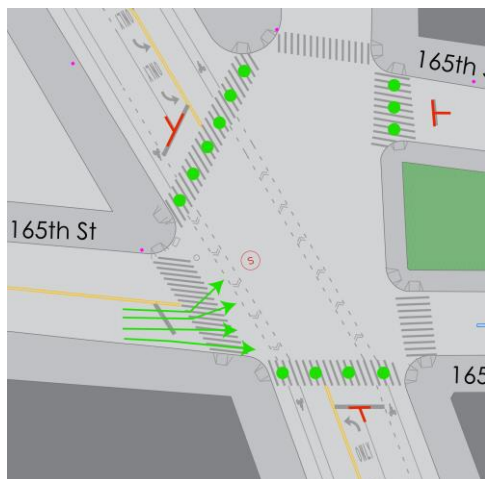
# SIGNAL PHASING

Existing

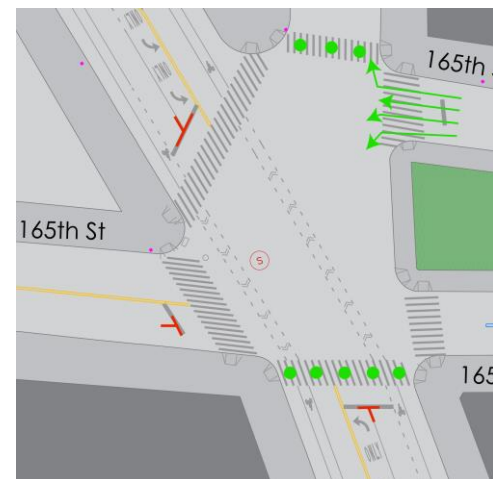
Phase A



Phase B

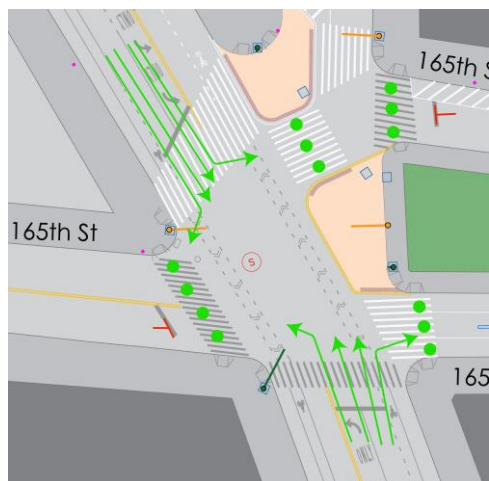


Phase C

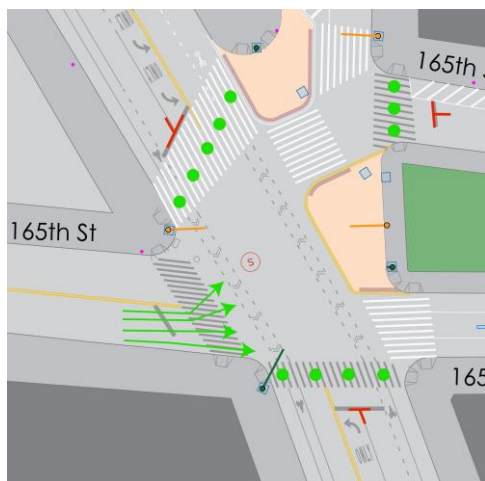


Proposed

Phase A



Phase B



Phase C

