

**Traffic and Transportation Committee**  
**June 6<sup>th</sup> 2012**

Whereas: CB12M passed a resolution in June 2011 requesting that DOT look into the feasibility of creating continuous bike paths providing access both north/south and east/west for bicyclists; and

Whereas: At this point in time DOT does not have the ability to do a comprehensive study of the entire district and requested a list from CB12M of specific suggestions as to possible connector routes and requests to improve existing bike paths, lanes, or routes; and

Whereas: CB12M reached out to Bike Upper Manhattan, a group of local bicyclists with knowledge of existing bike options, to produce a document delineating specific suggestions and possibilities of how to improve the ability for cyclists to safely and efficiently traverse through and across upper Manhattan; and

Whereas: The “to do list” is attached to this resolution and is divided into three categories listed in order of priority– east/west cross-town crossings, north/south avenues and greenways, and access to and over bridges; and

Whereas: The list of recommended improvements is intended to increase safety and the quality of life for all street users, including pedestrians, cyclists and motor vehicle drivers, by providing protected lanes where feasible, and where not feasible, by clearly alerting all streets users that our roads and parks are shared by cyclists; and

Whereas: It should be noted that the Traffic and Transportation Committee of CB12M does not directly make suggestions and recommendations for areas within the parks of upper Manhattan. Any suggestions on the “to do list” should be directed to the Parks and Cultural Affairs Committee for comments and recommendations; now therefore be it

Resolved: CB12M asks for DOT to examine and analyze all of the suggestions made on the “to do list” provided by Bike Upper Manhattan and to report back no later than October 2012 as per the results of their study in order for the committee to examine what DOT plans on implementing with sufficient time for community feedback; and be it further

Resolved: As a general guideline, to the extent that bike paths are not feasible, then bike lanes should be considered, and if not bike lanes then continuous bike sharrows should direct cyclists; and be it further

Resolved: In order to facilitate greater usage of the suggested bike network, CB12M recommends the instillation of bike racks and facilities at locations such as schools, parks, and subway stations; and be it further

Resolved: NYC’s new Bike Share program is now only planned for some areas of Brooklyn, Queens, and Manhattan below 69<sup>th</sup> Street, we request that the program also include Upper Manhattan

Committee Vote: 6-0-1

Community Vote: 12-0-0

# To Do Lists in Order of Priority on East/West Streets, North/South Avenues and Greenways and to and Over Bridges

## East/West Crosstown Streets

1. Install East/West bound **bike paths** at or near Riverside Drive across Dyckman Street connecting East and West Side greenways.

*Depicted on 2012 Cycling Map as "Bike Route," but not implemented. This is a priority as there needs to be a way for increasing numbers of cyclists using greenways to circumnavigate NYC in safety without being limited by this greenway gap. The recent accident on Dyckman Street is case in point. An alternative would be connecting the greenways at 218 Street and through Inwood Hill Park as part of Parks Master Plan, but that appears to be years away and safety risk is immediate.*

2. Improve existing East/West bound **bike lanes** crosstown on 218th Street by upgrading to protected **bike paths**.

*Depicted on 2012 cycling map as "Bike Lanes." Improvement is intended to facilitate all cyclists to safely circumnavigate Manhattan by joining East and Westside Greenways and is in accord with Parks Master Plan.*

3. Install West bound crosstown **bike lane** or **sharrows** on 177th and 179th Street.

*Depicted on 2012 cycling map as "Bike Route," but not implemented. Important connection to 181st St bike overpass to Westside greenway and connection to GW Bridge.*

4. Install East bound crosstown **bike lane** or **sharrows** on 180th Street.

*Not depicted on 2012 cycling map as "Bike Route," but depicted on 181st St. Important connection to 181st St bike overpass to Westside greenway and connection to GW Bridge, may be more feasible than bike lanes/sharrows on 181st St.*

5. Install West bound crosstown **bike lane** or **sharrows** on 157th Street.

*Depicted on 2012 cycling map as "Bike Route," but not implemented. Important connection to 158th Street bike ramp to Westside greenway and entry to Eastside greenway at 155th St.*

6. Install East bound crosstown **bike lane** or **sharrows** on 158th Street

*Depicted on 2012 cycling map as "Bike Route," but not implemented. Important connection to 158th St. bike ramp to Westside greenway and entry to Eastside greenway at 155th St.*

## North/South Avenues and Greenways

1. Extend the West Side Greenway **bike path**, installing a North/South bound **bike path** along the Hudson River, crossing Dyckman Street, through the western border of Inwood Hill

Park<sup>1</sup> connecting to the Henry Hudson Bridge and with through Inwood Hill Park to 218th Street.

*Requested extension appears to be depicted in Parks Master Plan, but not implemented.*

2. Install North/South bound **bike lanes** and/or **sharrows** on Amsterdam Ave from 161st St to 191st St. and on St Nicholas from Fort George to Dyckman St.

*Depicted on 2012 cycling map, in part, as “Bike Route,” but not implemented.*

3. Extend the Croton Aqueduct Trail **bike path** on the mid-level of Highbridge Park<sup>2</sup> where feasible from West 155th Street north to Dyckman Street.

*This requested extension is depicted in Parks Master Plan, but has not been implemented. This appears to be in planning with Parks Master Plan. Need to confirm. This is important because there is no access to the Eastside Greenway from 155th Street to Dyckman Street. Extending the trail will provide both safe recreational biking and safe commuting.*

4. Install protected North/South bound **bike paths** on Broadway from 218th St. Bridge connecting to upgraded bike lanes on St. Nicholas Avenue at 168th to 155th St.

*This project is depicted on the 2012 Cycling Map as “Bike Route,” but has not implemented. Protected lanes on Broadway will provide neighborhoods with a primary safe cycling N/S artery connecting to St. Nicholas Avenue and protected lanes on the Upper West Side. Broadway and St. Nicholas Ave. are wide enough to accommodate this project. Protected lanes already partially installed at 160th St. Intersection.*

5. Install North/South bound **bike path** on 10th Ave. from West 218th St. to University Heights Bridge with bike lanes connecting gap on 10th Ave. to Dyckman St.

*Depicted on 2012 cycling map as “Bike Route,” but not implemented. Important for North/South commuters from Broadway Bridge to connect to East or West Side greenways. Avenue is wide with overhead subway tracks.*

6. Connect with **sharrows** and repaint existing North/South bound **bike lanes** on both sides of Ft Washington Avenue from Broadway & West 159th St. to Margaret Corbin Circle.

*Depicted, in part, on 2012 cycling map as “Bike Lanes,” but not continuous. Bike **sharrows** can be added where not possible to connect **bike lanes**. Better double parking enforcement is required, including buses laying over on Margaret Corbin Drive.*

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<sup>1</sup> It should be noted that the Traffic and Transportation Committee of CB12M does not directly make suggestions and recommendations for areas within the parks of upper Manhattan. These suggestions should be directed to the Parks and Cultural Affairs Committee for comments and recommendations.

<sup>2</sup> Same as footnote #1

7. Install a North/South bound **bike path** from existing **bike lanes** circling around Cloisters down the hill through Ft Tryon Park to connect to existing Riverside Drive/Seaman Avenue bike lanes.

*Not planned. This will connect existing Ft. Washington Avenue/Ft. Tryon Park **bike lanes** to Seaman Avenue to create one continuous North/South **bike lane** between 160th Street to 218th Street. Good for both recreation and commuting, particularly northbound.*

8. Improve existing North/South bound **bike lanes** on Seaman Ave. from Riverside to 218th Street and repave.

*Repave and repaint existing bike lanes, install sharrows where needed near Isham Park. Road in poor condition.*

9. Install North bound **bike lane** and/or **sharrows** on Cabrini Blvd from W. 179th Street to Ft. Tryon Park.

*Depicted on 2012 cycling map as "**Bike Route**," but not implemented. Traffic volume is light, making route desirable for cycling and connection to Riverside/181 Street/Westside Greenway overpass.*

10. Install North/South bound **bike lanes** and/or **sharrows** on Nagle Street from Broadway intersection to 10th Ave intersection.

*Depicted on 2012 cycling map as "Bike Route," but not implemented.*

11. Install North bound **bike lane** **sharrows** on Riverside from 158th St to 169th St.

*Not depicted on 2012 cycling map. Riverside Ave. provides a good West side cycling route with light traffic.*

12. Improve existing South bound **bike lane** on Haven Ave. between W. 168-177th Sts.

*Depicted, in part, on 2012 cycling map as "**Bike Lanes**," but not continuous and needs repaint and/or install **sharrows** in any gaps.*

13. Install North/South bound **bike path** on Fort George Hill from Hillside Ave to Dyckman St.

*Depicted on 2012 Cycling Map as "**Bike Route**," but not implemented.*

### **Access to and over Bridges**

1. Over Henry Hudson Bridge, improve and widen the North/South bound **bike path** to the Bronx and provide connection to Westside Greenway.

*Requested access depicted in Parks Master Plan, but not implemented. This appears to be in planning with Parks Master Plan, however the narrow width of existing **bike and pedestrian path** on bridge forces cyclists to dismount.*

2. Over Broadway Bridge, include North/South bound **bike path** in planned Bridge reconstruction.

*Bridge to be reconstructed in next few years, need to confirm that design will include protected two way **bike path**.*

3. Over University Heights Bridge, install East/West bound **bike path** over bridge and North/South bound **bike path** through the planned Sherman Creek Waterfront Redevelopment and through Swindlers Cove connecting to Dyckman St. and Eastside greenway.

*Not planned, but CB12 Parks Committee plans to revise Sherman Creek redevelopment to include bike lanes along waterfront. Would close the waterfront gap for cyclists circumnavigating NYC and provide crucial link over University Bridge to planned bike path through Van Cortland Park to provide safe bike access to points north (Westchester, etc).*

4. Over the High Bridge, complete and open the planned East/West planned **bike path**.

*Planned as part of Master Parks Plan and Highbridge Park renovations.*

5. Approaching GW Bridge, install North/South bound protected **bike path** on Cabrini Blvd between 177 – 178th Sts., which would provide 2 way protected bike access connecting GW Bridge path to 177th St.; install a less steep access **bike path** from Westside greenway to 181st Street and GW Bridge; and clearly mark with signage and **sharrows** safer routes from Westside Greenway and 181st Street overpass through GWB bus station to GW bike path entrance.

*Planned as part of Master Parks Plan, in part, and depicted and planned, in part, 4 years ago on "Pedestrian Study and Recommendations, Dept of City Planning, Feb 2008," but never implemented.*