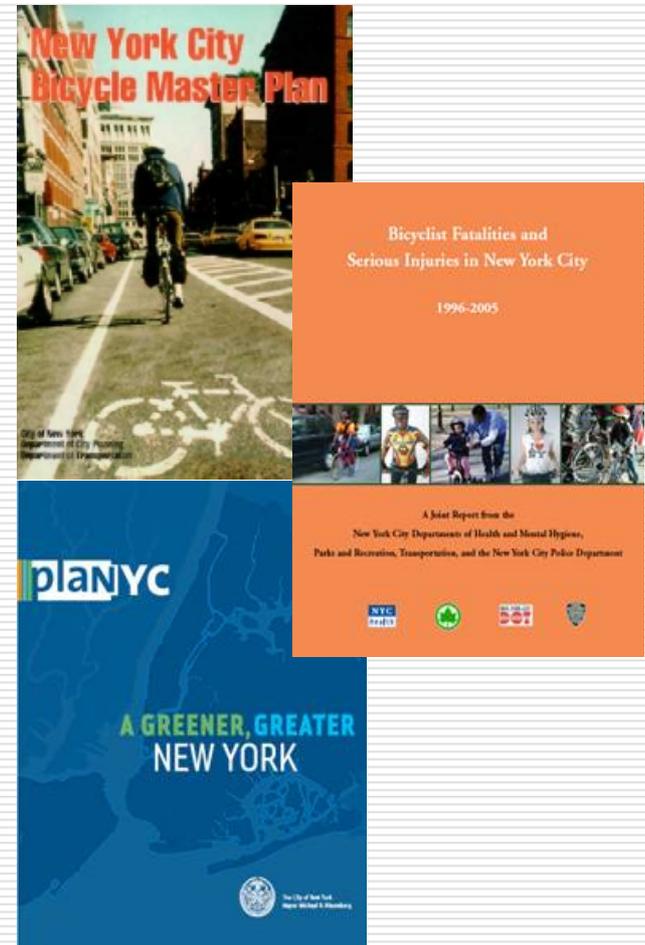


Upper West Side Bicycle Network Discussion



Implementation Framework

- ❑ Building a **Citywide Bicycle Network**: 1997 Bicycle Master Plan
- ❑ Bicycle Fatality Study – **Improve Safety**
- ❑ Mayor's PlaNYC – A **Greener Transportation Network**



West Side Bicycle Master Plan Network

Existing Routes

North/South Routes

- Central Park West

East/West Routes

- W. 106th St
- W. 91st St
- W. 90th St
- W. 78th St
- W. 77th St



Proposed/Planned Routes

North/South Routes

- Broadway
- West End Av/11th Av
- Riverside Dr

East/West Routes

- W. 110th St
- W. 100th St
- W. 79th St
- W. 61st St
- W. 60th St
- W. 58th St

Bicycle Facility Types

□ **Class 1: Bicycle Path**

- 1a. Signal Protected Path
- 1b. Protected Path with Mixing Zones

□ **Class 2: Bicycle Lane**

- 2a. Buffered Lane
- 2b. Standard Lane

□ **Class 3: Shared Lane**

- 3a. Marked Shared Lane
 - 3b. Signed Route
-

Class 1a.

Signal Protected Path

Space Required: 14 feet

Parking Loss: High

- 5 - 6 parking spaces/turn bay
- (usually every other block)

Ideal Application: Commercial Avenues

- Wide one-way multilane street
- Excess road space
- High-speed vehicular traffic
- High potential for motor vehicle intrusion into standard lane



9th Avenue, Manhattan

Class 1a.

Signal Protected Path

Advantages

- Full protection for cyclists
- Major enhancement to pedestrian safety and comfort

Disadvantages

- Space needs
- Parking impacts
- Signal timing and loading activity increase delay
- Cyclist mobility
- Complex review and implementation
- Turn restrictions may be needed at complex intersections to maintain acceptable operations



9th Avenue, Manhattan

Class 1b.

Protected Path with Mixing Zones

Space Required: 8 feet

Parking Loss: High

- 4 - 5 parking spaces/mixing zone (usually every other block)

Ideal Application: Commercial Cross-Streets

- One or two- lane street
- Excess road space
- Low-speed vehicular traffic for safe mixing zone
- High potential for motor vehicle intrusion into standard lane



Grand Street, Manhattan

Class 1b.

Protected Path with Mixing Zones

Advantages

- Protection for cyclists midblock
- “Mixing zone” to manage turning conflict
- Simpler implementation than Signal Protected Path
- Signal timing unchanged

Disadvantages

- Parking impacts
- Cyclist mobility
- Complex review and implementation



Grand Street , Manhattan

Class 2a.

Buffered Lane

Space Required: 8 feet

Parking Loss: Med - Low

- Parking typically preserved unless space unavailable. Strict curb regulations sometimes needed

Ideal Application:
Residential Avenues

- Wide multilane street
- Excess road space
- Low potential for intrusion into bicycle lane



DeKalb Avenue, Brooklyn

Class 2a.

Buffered Lane

Advantages:

- Dedicated cycling space
- Buffer zone enhances comfort for cyclists
- Preserves curbside access
- Simple implementation

Disadvantages:

- Vehicular intrusion remains possible
- Width tempts motorists to intrude
- Perceived as less safe than protected paths



Grand Concourse, Bronx

Class 2b.

Standard Lane

Space Required: 5 feet

Parking Loss: Med - Low

- Parking typically preserved unless space unavailable. Strict curb regulations sometimes needed

**Ideal Application:
Residential Cross-
Streets**

- One or two- lane street
- Excess road space
- Low potential for intrusion into bicycle lane



20th Street , Manhattan

Class 2b.

Standard Lane with Green Paint

Advantages:

- Dedicated roadway space for cycling
- Preserves curbside access
- Simple implementation

Disadvantages:

- Vehicular intrusion remains possible
- Cyclists have minimal separation from traffic
- Perceived as less safe than protected paths



Christopher Street , Manhattan

Class 3a.

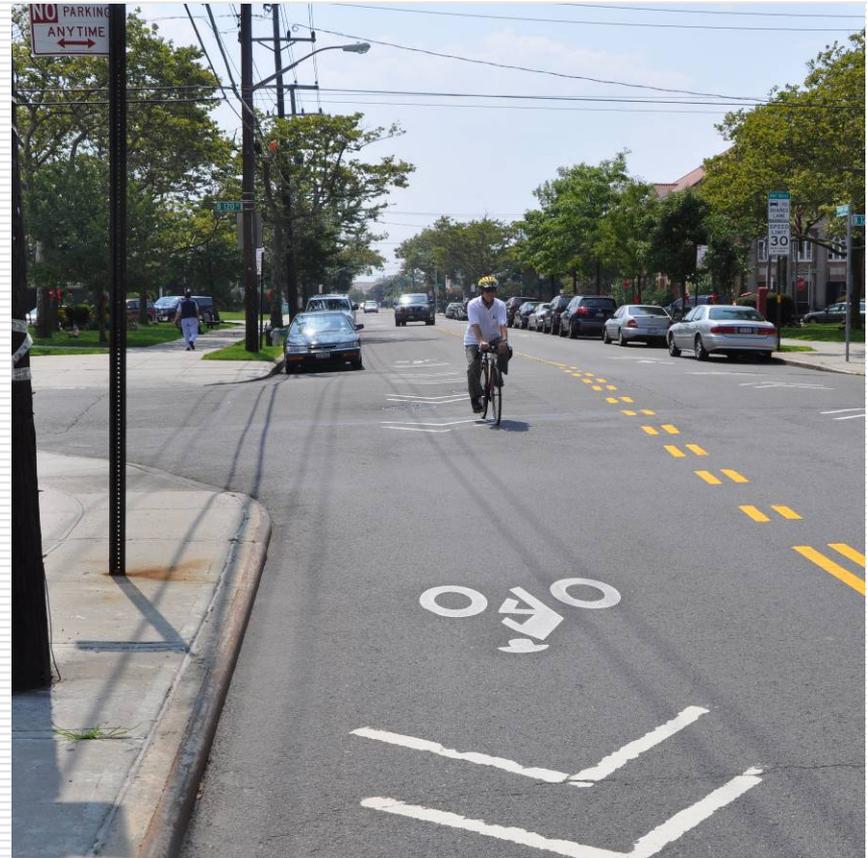
Shared Lane

Space Required: None A wide (13'+) travel lane is preferred

Parking Loss: Low Parking is typically preserved

Ideal Application:
Narrow Streets

- One or two lane street
- No excess road space
- Connected to other bicycle facilities



Rockaway Beach Boulevard, Qns

Class 3a.

Shared Lane

Advantages:

- ❑ Clear easy to follow bicycle route
- ❑ Heightens driver awareness of cyclists
- ❑ Preserves curbside access
- ❑ Simple implementation

Disadvantages:

- ❑ Does not provide dedicated roadway space for cycling
- ❑ Cyclists not separated from traffic



Thompson Street , Manhattan

Class 3b.

Signed Route

Space Required: None A wide (13'+) travel lane is preferred

Parking Loss: None

**Ideal Application:
Limited Use**

- Interim treatment
- Connected to other bicycle facilities



Class 3b.

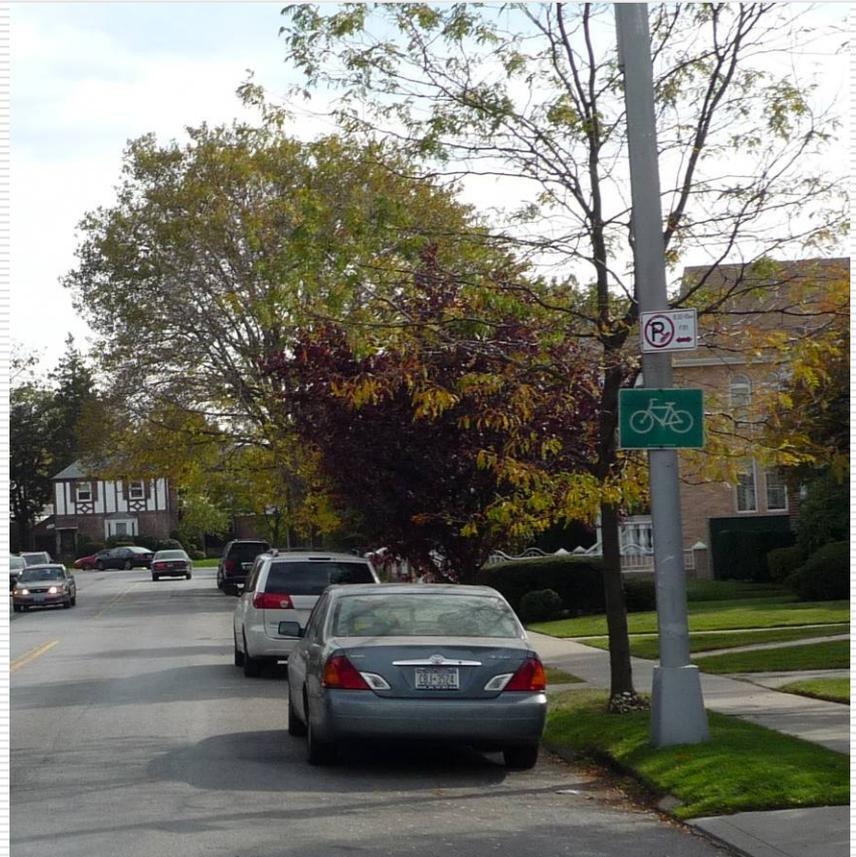
Signed Route

Advantages:

- ❑ Indicates a preferred bicycle route
- ❑ Preserves curbside access
- ❑ Simple implementation.

Disadvantages:

- ❑ Does not provide dedicated roadway space for cycling
- ❑ Cyclists not separated from traffic
- ❑ Sign placement critical, can be challenging



141st Street, Queens

Next Steps

- Review proposed routes and design preference
 - Review/analyze the proposals discussed tonight with the Board
 - Evaluate implementation interests
-