

# Columbus Avenue Street Redesign

*Recommendations for Mitigating Unintended Impacts*

## Columbus Avenue Working Group

Manhattan Borough President Scott M. Stringer

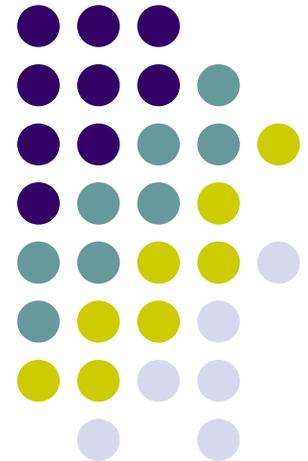
State Senator Thomas K. Duane

Assemblymember Linda B. Rosenthal

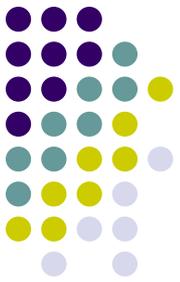
Councilmember Gale A. Brewer

Community Board 7

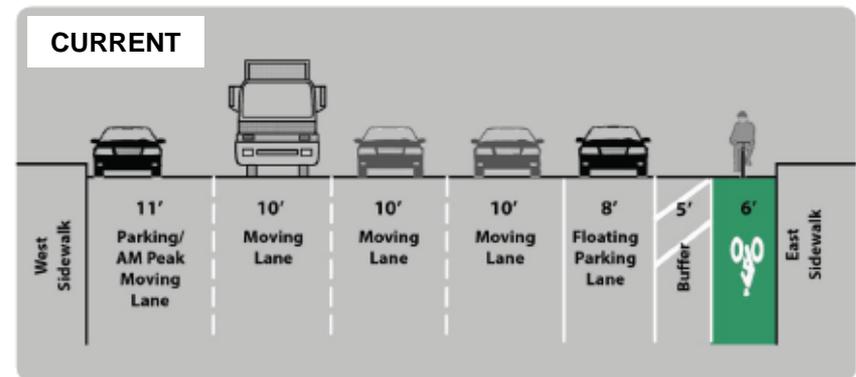
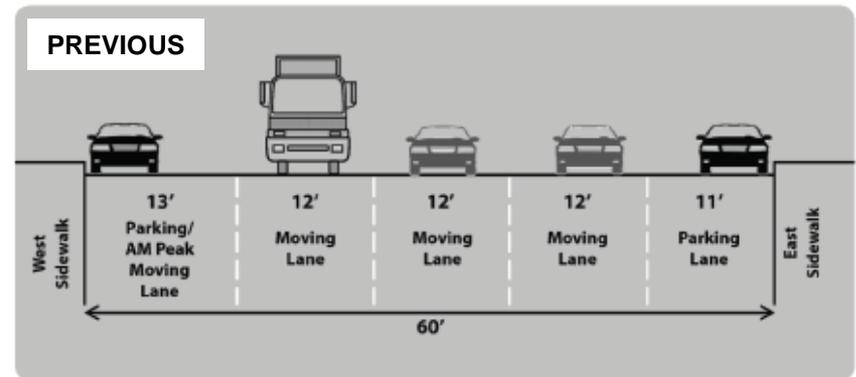
Upper West Side Streets Renaissance



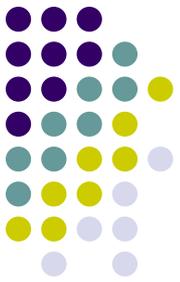
# Introduction



- Fall 2010 - DOT implemented a new street redesign along the eastern side of Columbus Ave between W 77<sup>th</sup> St & W 96<sup>th</sup> St
- Redesign included a protected bike lane, a floating parking lane, pedestrian refuges, narrower traffic lanes, left turn lanes, mixing lanes, installation of muni-meters & a buffer zone.
- Supported by elected officials, Community Board 7, residents, and businesses

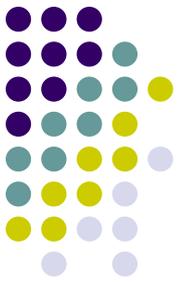


# Introduction



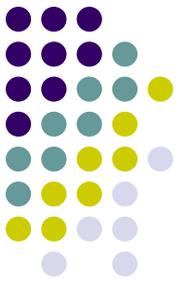
- Columbus Avenue merchants began to raise concerns, such as a loss of customer parking space and loading zones.
- Certain design changes were not presented to the community, specifically the inclusion of 28 pedestrian refuges when the initial approved project included only 6 pedestrian refuges
- At the request of CB 7, the elected offices, business owners, and Upper West Side Streets Renaissance came together to better understand the merchant concerns – the Columbus Avenue Working Group (CAWG) was formed

# Questionnaire



- Has the new street redesign had a positive, negative or neutral effect on your business?
- Has the new street redesign impacted your ability to receive deliveries?
- Are there specific changes to the configuration of the bike lane on your block that would either (a) enhance the positive impact that the bike lane has had on your business, OR (b) mitigate the negative impact that the bike lane has had on your business?
- Have you ever attempted to contact city government to provide feedback on the new street redesign? If so, who did you contact and was this experience helpful?
- Is there anything else that you would like to tell us about the Columbus Avenue street redesign that you believe would be useful?
- 65 businesses were asked to participate, of those businesses, 36 completed the questionnaire – a 55 percent response rate

# Findings

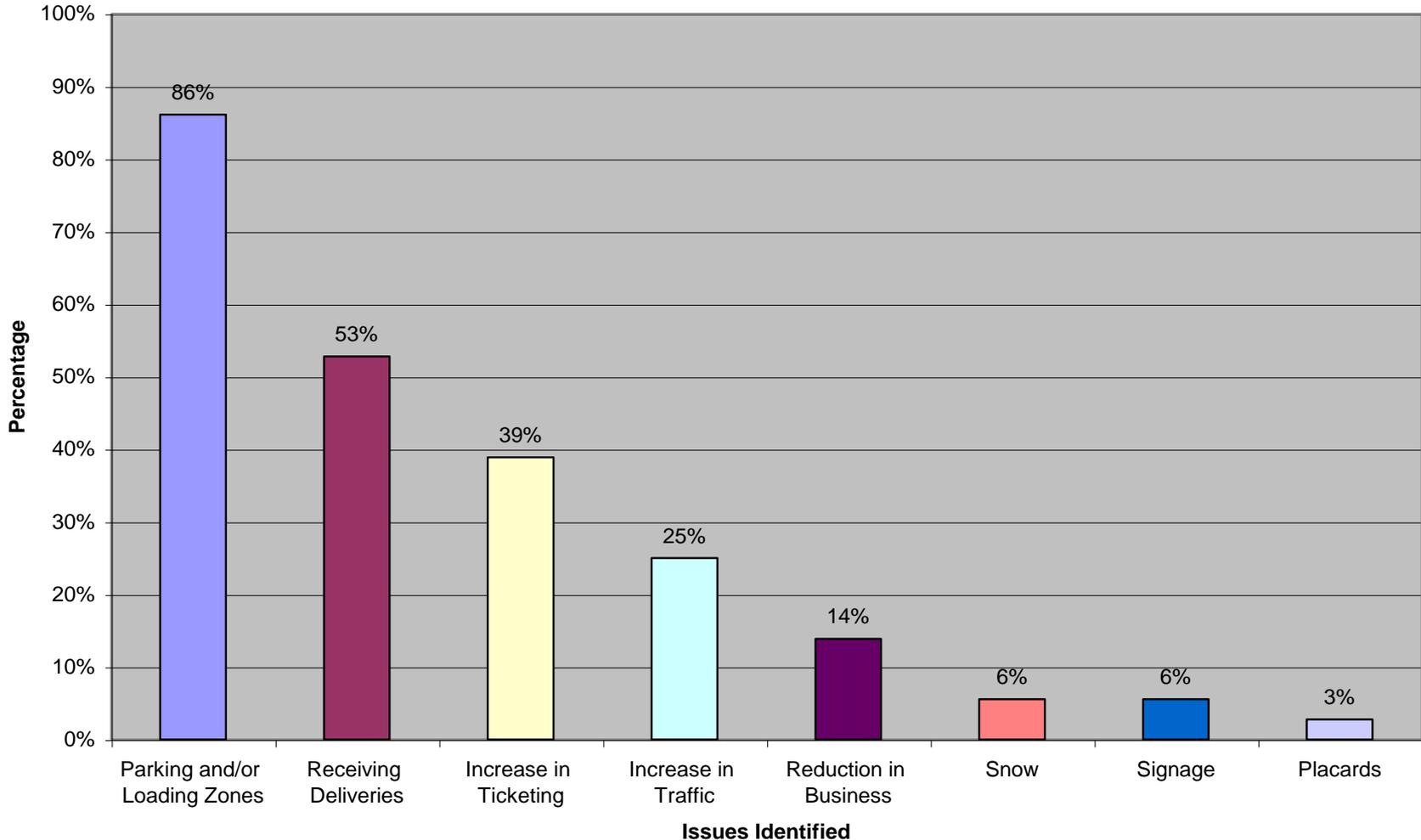
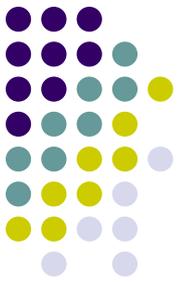


- 72% believed the street redesign had a negative impact on their business
- 8% said it had a positive impact
- 8% were neutral about the street redesign
- 11% did not respond
- The merchants were not asked to consider effects of the street redesign such as reduced crash and injury rates, or improved pedestrian mobility and safety along the corridor

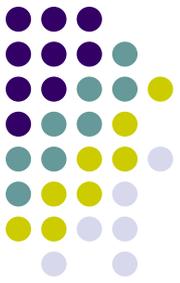
# Issues Identified by Merchants by Category

Columbus Avenue Working Group

December 14, 2010 - January 14, 2011

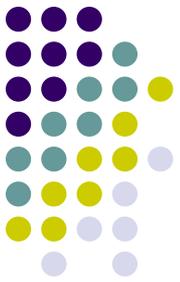


# Recommendations



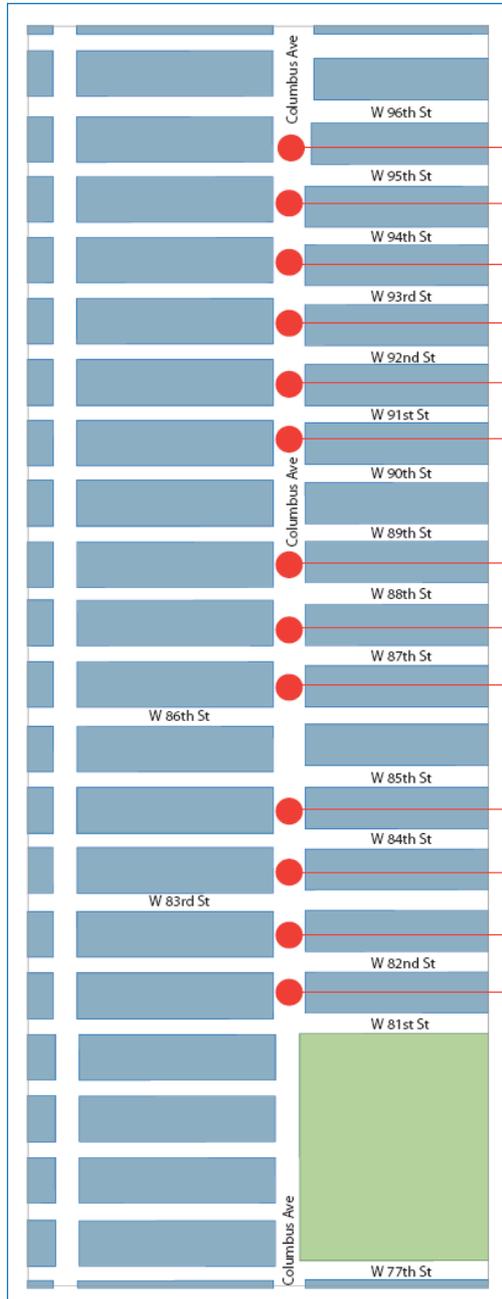
1. Investigate shortening all mixing and turning lanes to increase metered parking.
2. Consider balancing local merchant needs for loading and parking zones by regulating different use of curbside space during different times of day, in cooperation and consultation with the CAWG.
3. Reprogram muni-meters to not issue permits during prohibited hours.
4. Streamline signage to reduce confusion.
5. Work with the FDNY to coordinate street use by (a) allowing parking in front of certain fire hydrants, and (b) relying on the bike path for fire truck access rather than adjacent parking spaces.

# Recommendations



6. Work with the NYPD to enhance enforcement of the following violations: (a) misuse of the new loading zone, (b) illegal double parking and (c) misuse of city-issued parking placards, particularly in loading zones.
7. Work with DSNY and DPR to coordinate: (a) snow removal on the bike lane and (b) the maintenance of pedestrian refuge planters.
8. Work with the NYPD to enforce yielding on bike path.
9. Conduct a study of placard distribution and use.
10. Build on this model of stakeholder consultation in future street redesign.

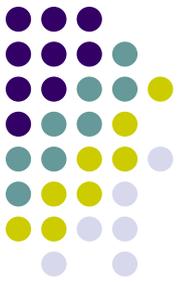
# BLOCK BY BLOCK RECOMMENDATIONS



The Columbus Avenue Working Group puts forth the following block by block recommendations to the Department of Transportation.

- Consult with businesses on loading and parking needs
- Investigate reducing the mixing lane  
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Add "No Idling" street sign in front of 689 Columbus Avenue
- Investigate reducing the mixing lane
- Consult with businesses on loading and parking needs
- Investigate reducing the mixing lane 
- Consult with businesses on loading and parking needs  
Investigate reducing the mixing lane  
Replace "No Standing" with an "Ambulette Only" sign 
- Consult with businesses on loading and parking needs
- Investigate reducing the turning lane  
Consult with businesses on loading and parking needs 
- Investigate removing or allowing parking in front of 1 fire hydrant 
- Consult with businesses on loading and parking needs
- Investigate reducing the mixing lane
- Investigate reducing the turning lane  
Enforce city-issued parking placard misuse 

# DOT Involvement & Response



- DOT proposed the following solutions:
  - Restore parking on selected blocks by eliminating left turn on streets with low turn counts
  - Work with the CAWG to confirm with each business that reducing loading hours will not negatively impact their business
  - Work on muni-meter changes by early summer.
  - Examine Columbus Avenue to determine if there are any signs that can be simplified or eliminated.
  - Examine the feasibility of moving some of the parking regulations out from the curbside into the floating parking area.