

NYC DOT Bicycle Route Preliminary Evaluations

Community Board 12 Manhattan Priority Bicycle Routes



Commissioner Janette Sadik-Khan, New York City Department of Transportation
Presented by NYCDOT Bicycle Program to CB 12 Traffic & Transportation Committee on May 6, 2013



Background

- 2011- CB12 requested additional bicycle facilities from NYC DOT
 - 2012- NYC DOT asked CB12 to prioritize desired bicycle routes
 - 2012- CB12 provided list of preferred bicycle routes to NYC DOT
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- Existing bicycle facilities in CB 12
 - Bicycle paths: 17.3 lane miles
 - Bicycle lanes: 7.7 lane miles
 - Shared lanes: 4.5 lane miles
 - Identified potential bicycle facilities in CB 12: 20.8 lane miles



CB 12 Priority Bicycle Routes

Deemed Feasible

Proposed Bicycle Route	Lane Miles	1 or 2 Way
W 181 st St and Riverside Dr (Installation in 2012)	0.5	2
W 177 th St between Broadway and Cabrini Ave (Installation in 2013)	0.2	2
Cabrini Blvd between W 177 th St and W 178 th St to GWB (Installation in 2013)	0.1	2
W 179 th St between Amsterdam Ave and Cabrini Ave	0.5	1
W 180 th St between Cabrini Ave and Amsterdam Ave	0.5	1
Amsterdam Ave	2.0-4.0	2
Cabrini Blvd between W 179 th St and Ft Tyron Park	0.75	1
Ft George Hill between Fairview Ave and Dyckman St	0.6	2
Ft Washington Ave between Broadway and Margaret Corbin Cir (refurbishment/ repaving)	3.5	2
Seaman Ave between Riverside Ave and 218 th St (refurbishment)	1.4	2
Additional Recommendation		
St Nicholas Ave between Fairview Ave and Broadway	1.4-2.0	2

CB 12 Priority Bicycle Routes

Recommended for Future Study by NYC DOT

Dyckman St between East and West Side Greenways

W 157th St

W 158th St

Broadway between W 218th St and W 168th St

St Nicholas between W 168th St and W 155th St (upgrade to path)

10th Ave between W 218th and Dyckman St

Nagle St between Broadway and 10th Ave

Riverside Ave between W 158th St and W 169th St

Haven St between W 168th St and W 177th St

Broadway Bridge

University Heights Bridge

218th St- Insufficient street width for upgrade

CB 12 Priority Bicycle Routes

Not Within NYC DOT Jurisdiction

Hudson River Greenway Extension to Henry Hudson Bridge

Croton Aqueduct Trail- between W 155th St and Dyckman St

Cloisters between Margaret Corbin Cir and Seaman Ave

Henry Hudson Bridge

High Bridge

Area Map

NYC DOT Recommended Routes for Implementation



CB 12 Priority Bicycle Routes

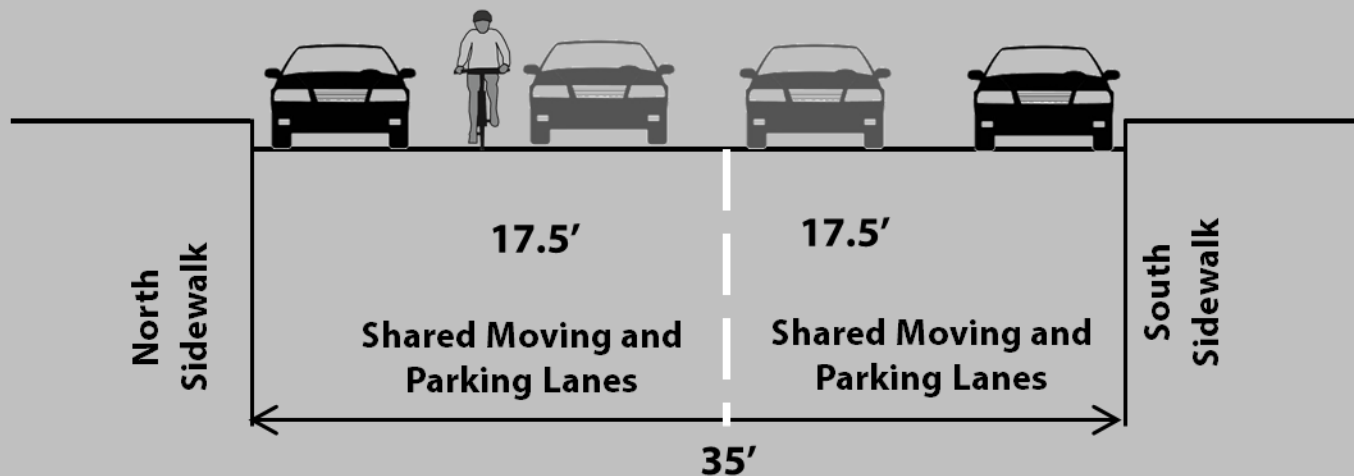
Potential Street Sections



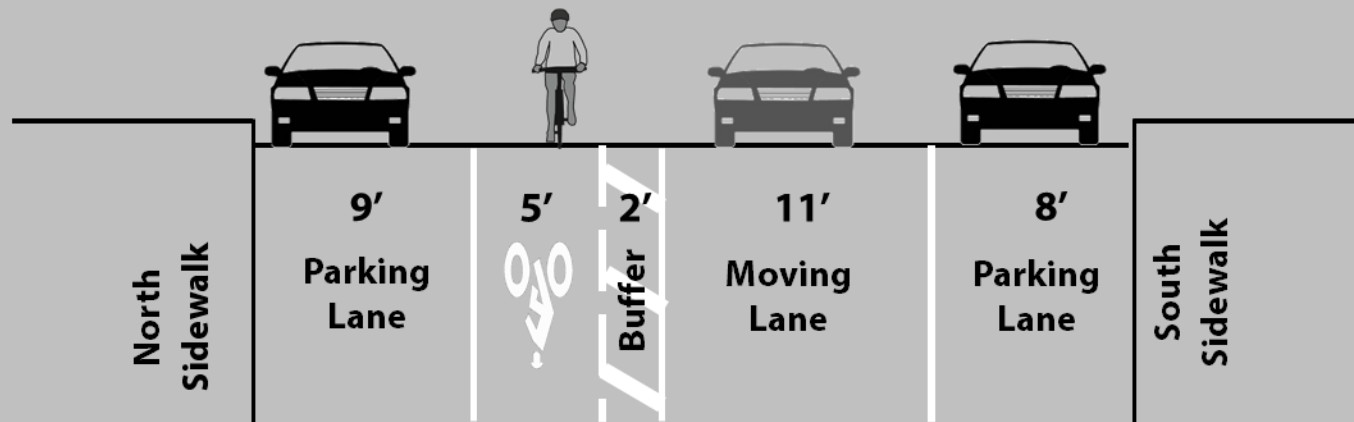
179th Street

Potential Street Section- Typical Design

EXISTING



PROPOSED



179th Street

Mid-Week Peak Hour Traffic Volumes

Between Ft Washington Ave and GWB Entrance

	Traffic Volume	Time
AM Peak Hour	487	7-8 AM
PM Peak Hour	573	5-6 PM

Between St Nicholas Ave and Audubon Ave

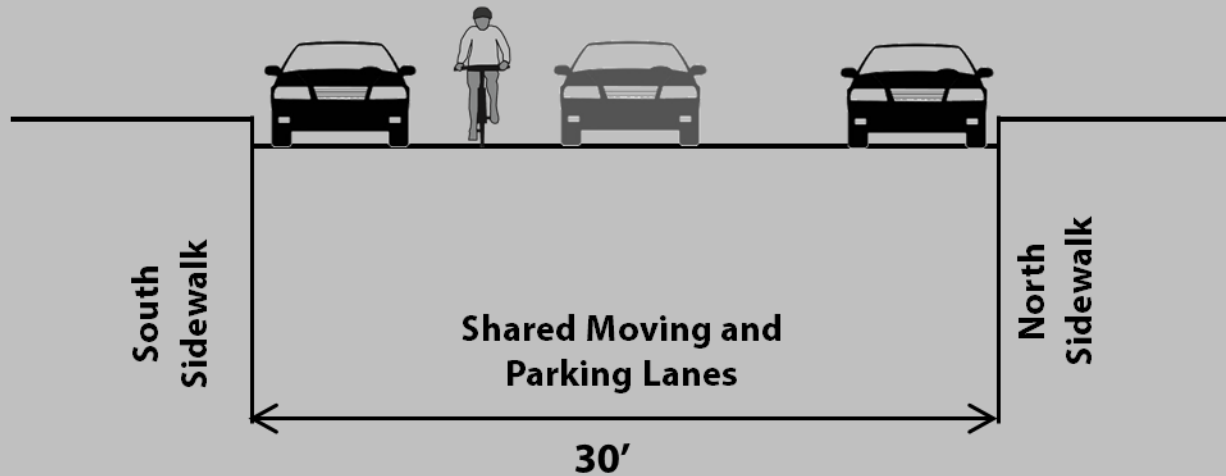
	Traffic Volume	Time
AM Peak Hour	311	8-9 AM
PM Peak Hour	329	6-7 PM

Counts conducted 1/31/13 – 2/8/13

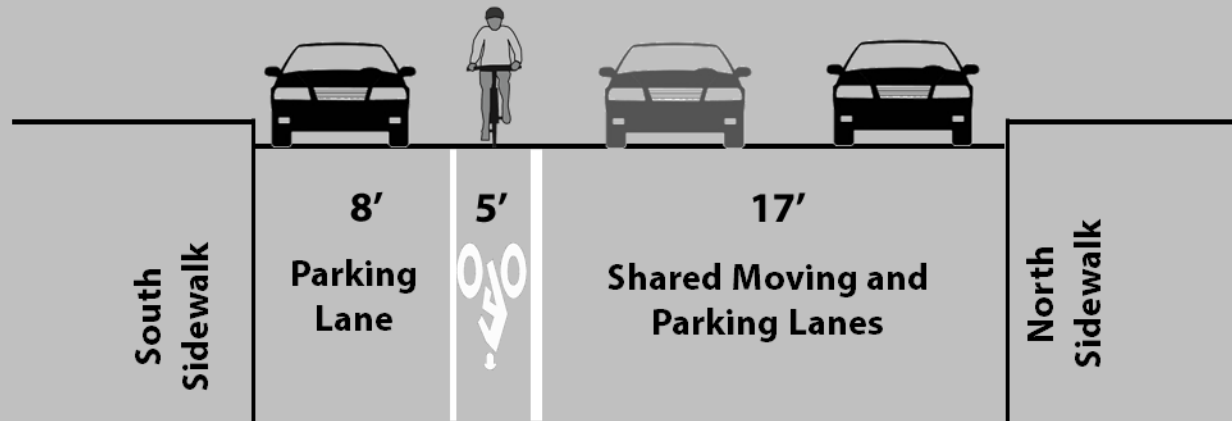
180th Street

Potential Street Section- Typical Design

EXISTING



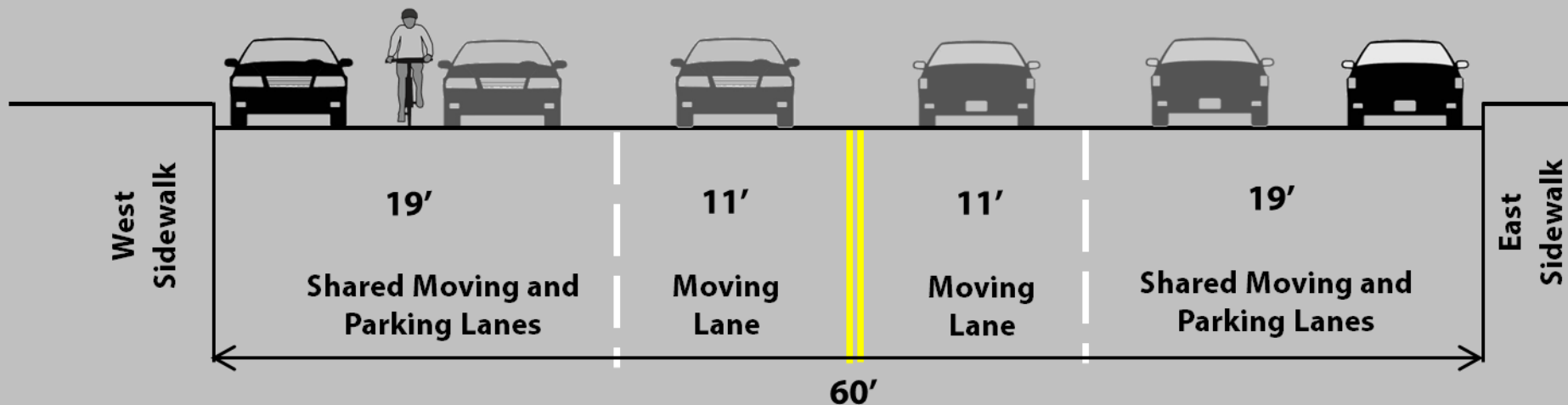
PROPOSED



Amsterdam Avenue

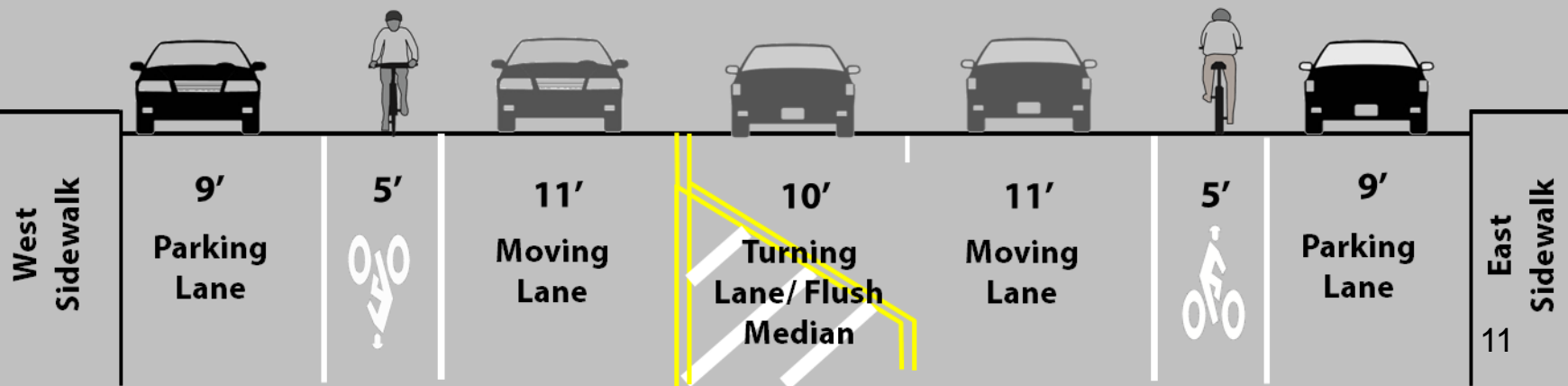
Potential Street Section- Typical Design

EXISTING



PROPOSED

Final proposal subject to further analysis and design development



Amsterdam Avenue

Mid-Week Peak Hour Traffic Volumes

	AM Peak Hour	PM Peak Hour
W 110 St NB	691	914
W 110 St SB	241	228
W 125 St NB	633	813
W 125 St SB	526	450
W 140 St NB	628	1004
W 140 St SB	516	417
W 145 St NB	576	890
W 145 St SB	493	482
W 155 St NB	358	712
W 155 St SB	450	410
W 162 St NB	301	529
W 162 St SB	478	401
W 167 St NB	384	622
W 167 St SB	466	392
W 179 St NB	761	745
W 179 St SB	667	610
W 188 St NB	250	271
W 188 St SB	208	193

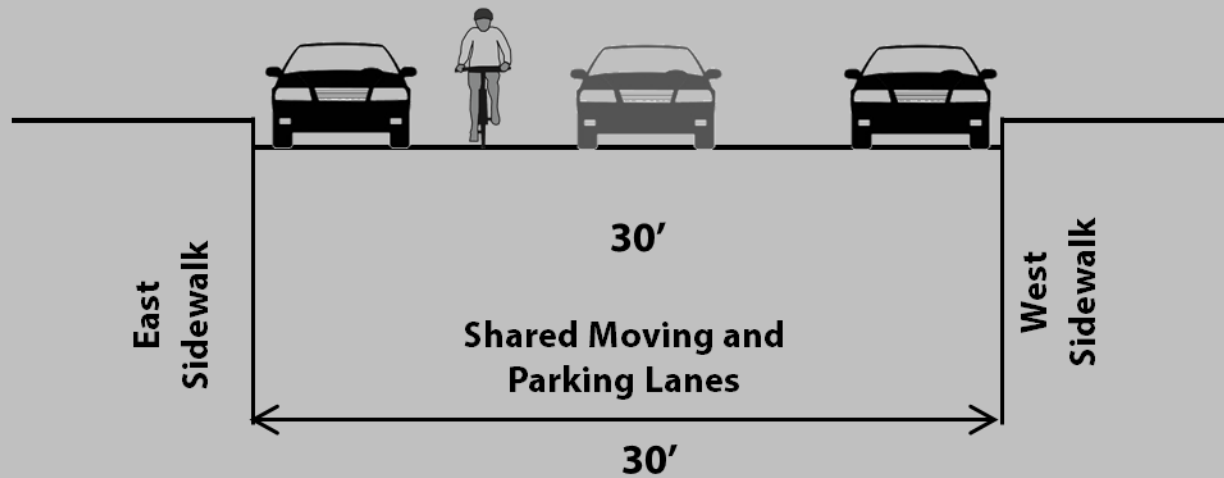
Segments with Prohibitively High Traffic Volumes for the Installation of Bicycle Lanes

Counts between W 110 St and W 179 St conducted 8/29/12 – 9/10/12
Counts at W 179 St and W 188 St conducted 1/31/13 – 2/8/13

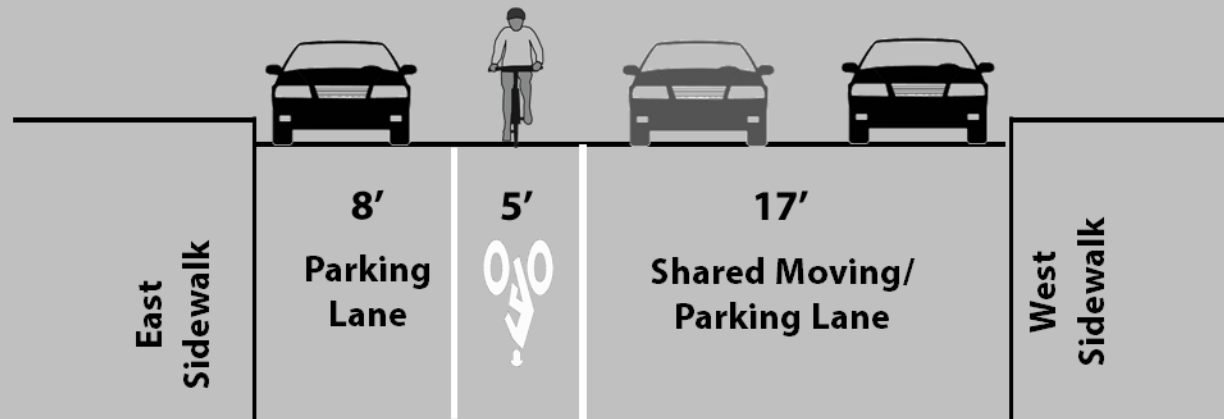
Cabrini Boulevard

Potential Street Section- Typical Design

EXISTING



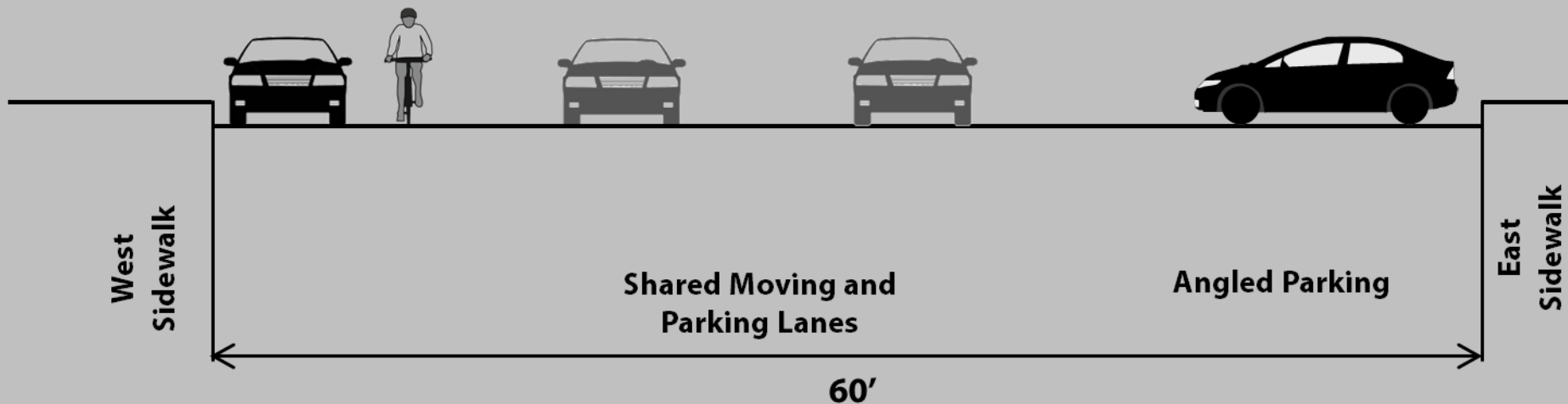
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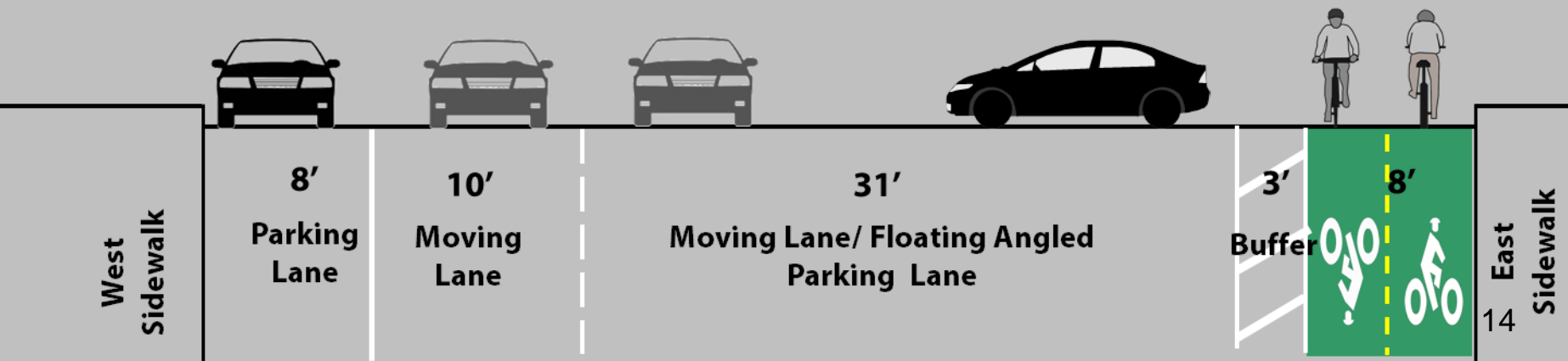
Ft George Hill

Potential Street Section- Typical Design

EXISTING



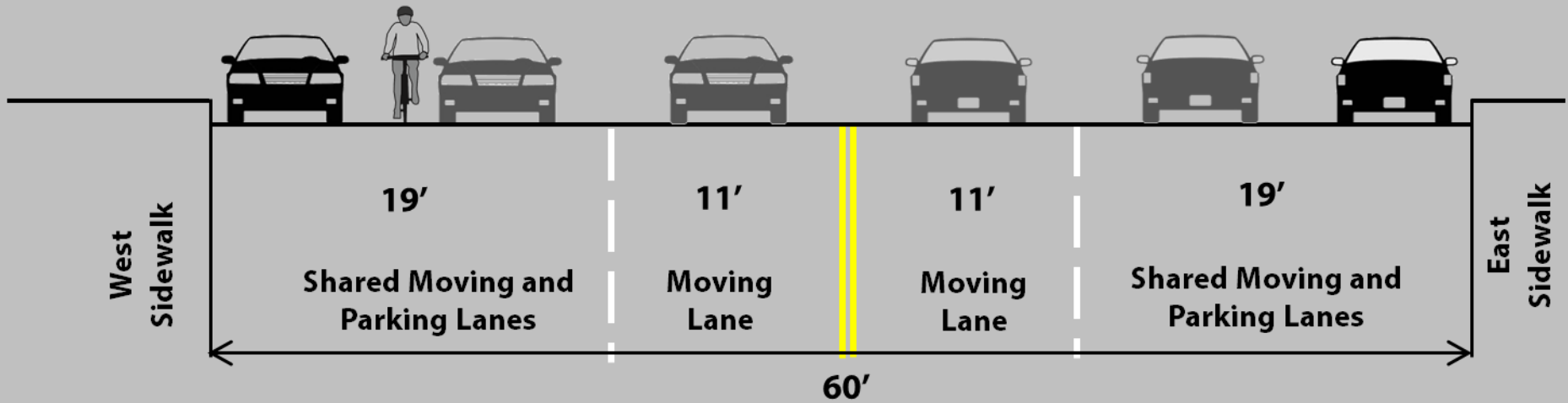
PROPOSED



St Nicholas Avenue

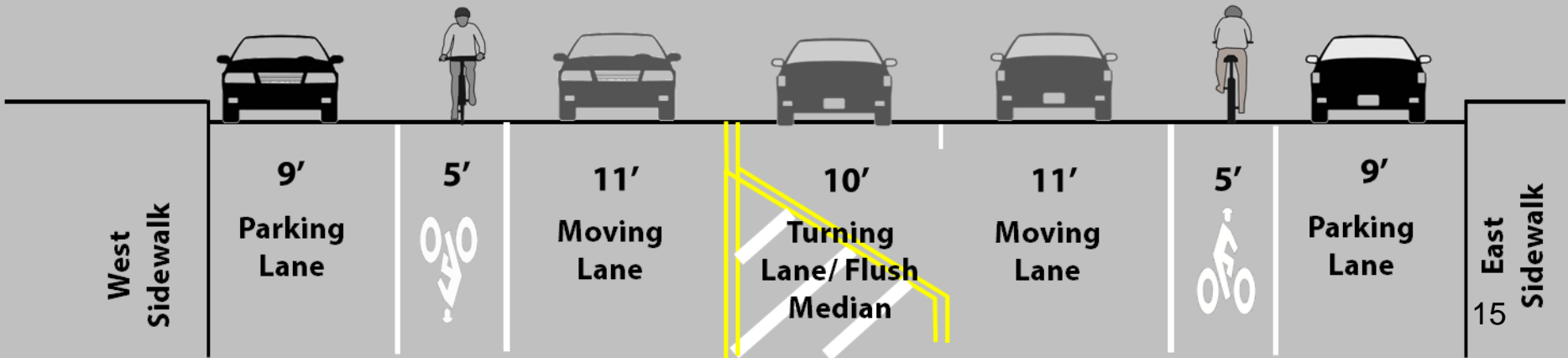
Potential Street Section- Typical Design

EXISTING



PROPOSED

Final proposal subject to further analysis and design development



St Nicholas Avenue

Mid-Week Peak Hour Traffic Volumes

	AM Peak Hour	PM Peak Hour
W 191 St NB	277	296
W 191 St SB	505	547
W 179 St NB	406	496
W 179 St SB	384	431

Counts conducted 1/31/13 – 2/8/13

Next Steps

- Prepare design plans
- Return in fall to review final proposed design and discuss 2015 project development
- 2014 implementation

Questions?

Thank
You