

Washington Heights Bicycle Network Phase 1

Amsterdam Ave, Ft George Ave, Ft George Hill,
W 177th St and W 180th St



Commissioner Polly Trottenberg, New York City Department of Transportation
Presented by NYCDOT Bicycle Program to CB 12 Traffic & Transportation Committee on April 7, 2014




Background

- CB 12 requested a network of bike routes in 2012
- DOT updated community on Phase 1 proposed routes in 2013
- Traffic calming measures installed on Ft George Hill and Ft George Ave in 2012
- Opportunities for speeding and reckless driving
- 174 bicyclists counted on Amsterdam Ave on a weekday; 204 on a weekend

Project Map



Safety



Amsterdam Ave/ Ft George Ave Injury Summary 2007-2011 W 162 nd St – W 193 rd St				
	Total Injuries	Severe Injuries	Fatalities	Killed/ Severely Injured
Pedestrian	85	9	1	10
Bicyclist	14	2	0	2
MV Occupant	436	33	3	36
Total	535	44	4	48

- The Amsterdam Ave and Ft George Ave route is a High Crash Corridor is in the top third of Manhattan corridors

Amsterdam Avenue

Mid-Week Peak Hour Traffic Volumes

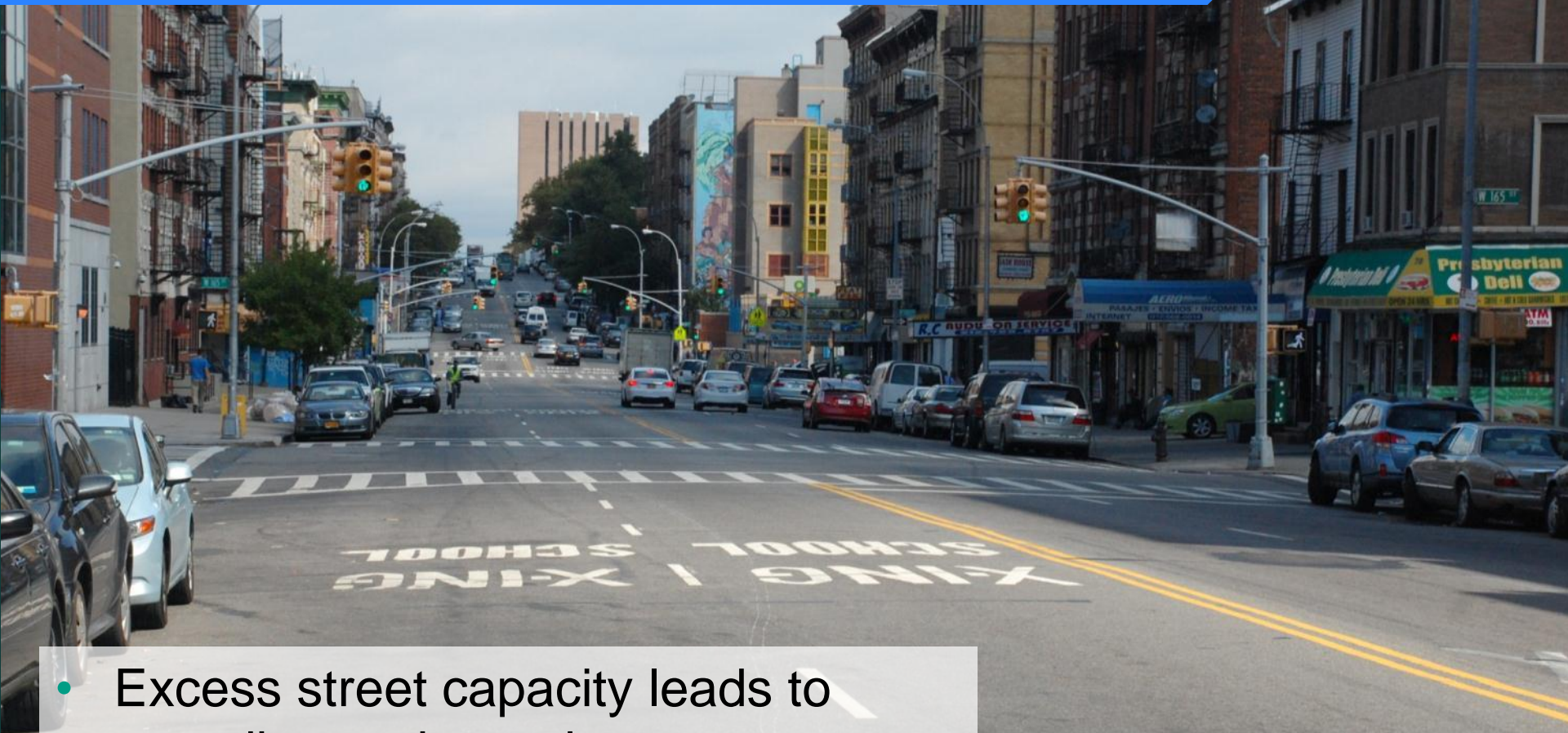
	AM Peak Hour	PM Peak Hour
W 162 St NB	301	529
W 162 St SB	478	401
W 167 St NB	384	622
W 167 St SB	466	392
W 171 St NB	580	572
W 171 St SB	765	518
W 175 St NB	474	781
W 175 St SB	637	455
W 179 St NB	761	745
W 179 St SB	667	610
W 183 St NB	473	471
W 183 St SB	538	729
W 188 St NB	250	271
W 188 St SB	208	193

- Counts at W 162 St and W 167 St conducted 8/29/12 – 9/10/12
- Counts at W 171 St conducted 9/24/12 – 10/1/12
- Counts at W 179 St and W 188 St conducted 1/31/13 – 2/8/13
- Counts at W 175 St and W 183 St conducted 6/10/13 – 6/17/13

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

Amsterdam Avenue

Existing Conditions-W 162nd Street to W 173rd Street;
W 186th Street to W 190th Street



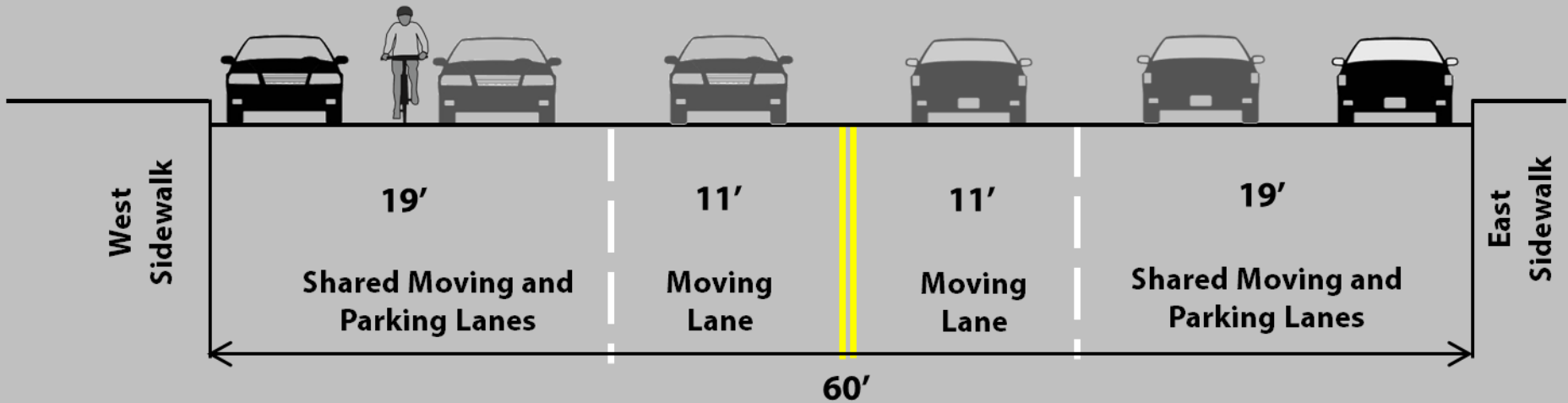
- Excess street capacity leads to speeding and weaving
- Lower traffic volumes

Amsterdam Ave
@ W 165th St, Looking North

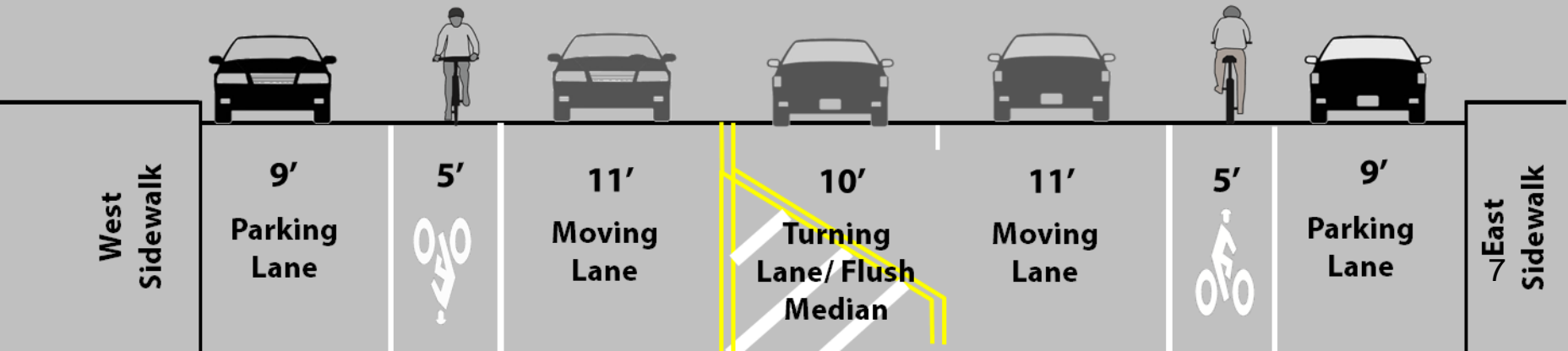
Amsterdam Avenue- Proposed Configuration

Typical Street Section- W 162nd Street to W 173rd Street;
W 186th Street to W 190th Street

EXISTING



PROPOSED



Amsterdam Avenue

Typical Design- W 162nd Street to W 173rd Street;
W 186th Street to W 190th Street



- Conversion from 4 to 3 lanes calms traffic while maintaining capacity
- Left turn lanes reduce conflict
- New bike corral at W 165th St pending approval

Proposed Configuration:
E 222nd St, Bronx

Amsterdam Avenue

Existing Conditions- W 173rd Street to W 186th Street



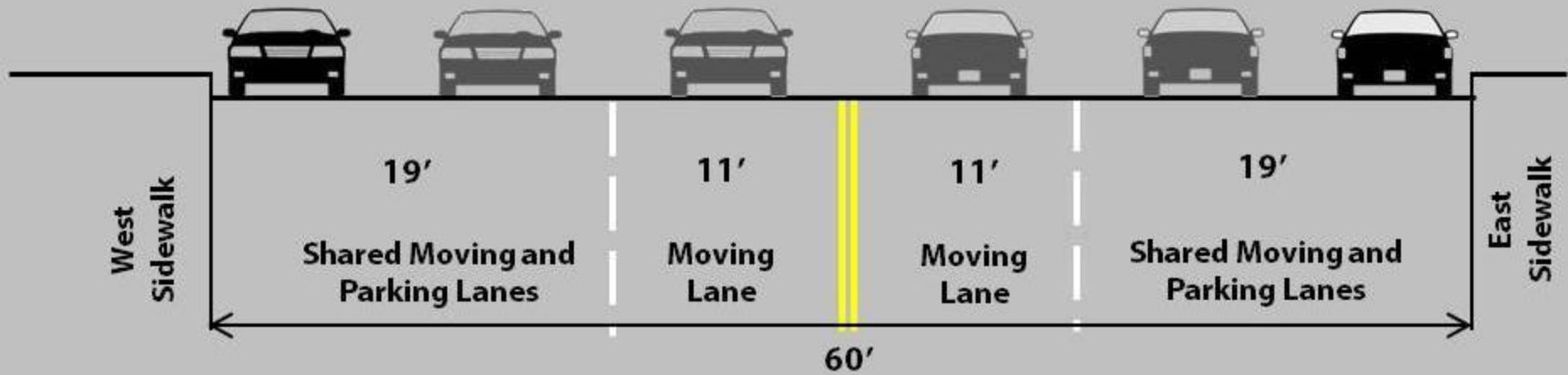
- Street segments with high traffic volumes will retain 4 moving lanes

Amsterdam Ave
@ W 181st St, Looking South

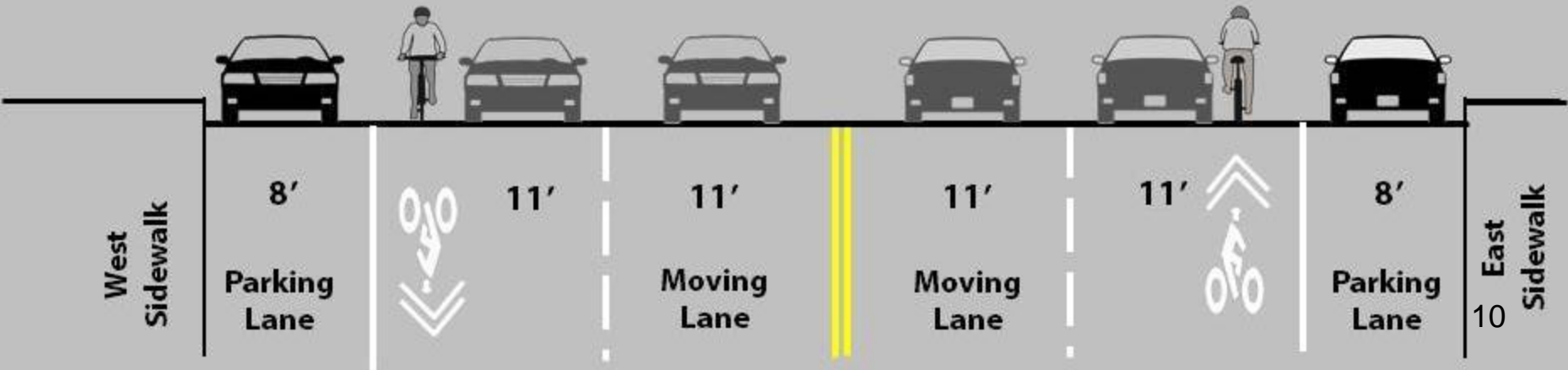
Amsterdam Avenue- Proposed Configuration

Typical Street Section- W 173rd Street to W 186th Street

EXISTING



PROPOSED



Amsterdam Avenue

Typical Design- W 173rd Street to W 186th Street



Proposed Configuration:
Jerome Ave, Bronx

- Shared lane symbols provide wayfinding and indicate safe location on street for cyclists

Amsterdam Avenue

Existing Conditions- W 190th Street to Ft George Avenue



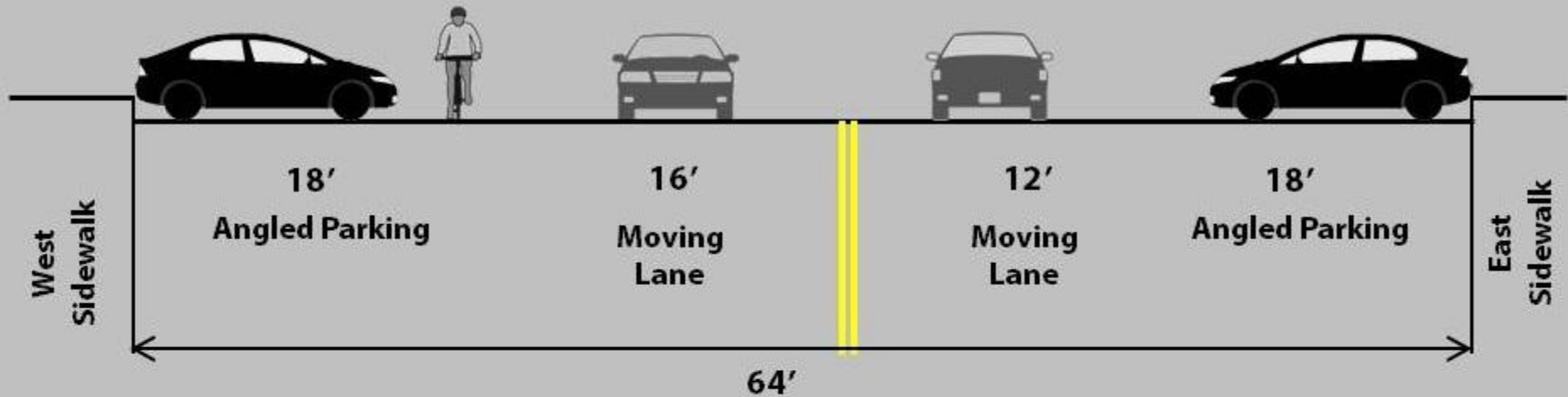
- 60 feet wide
- Angled parking

Amsterdam Ave
@ Ft George Ave, Looking South

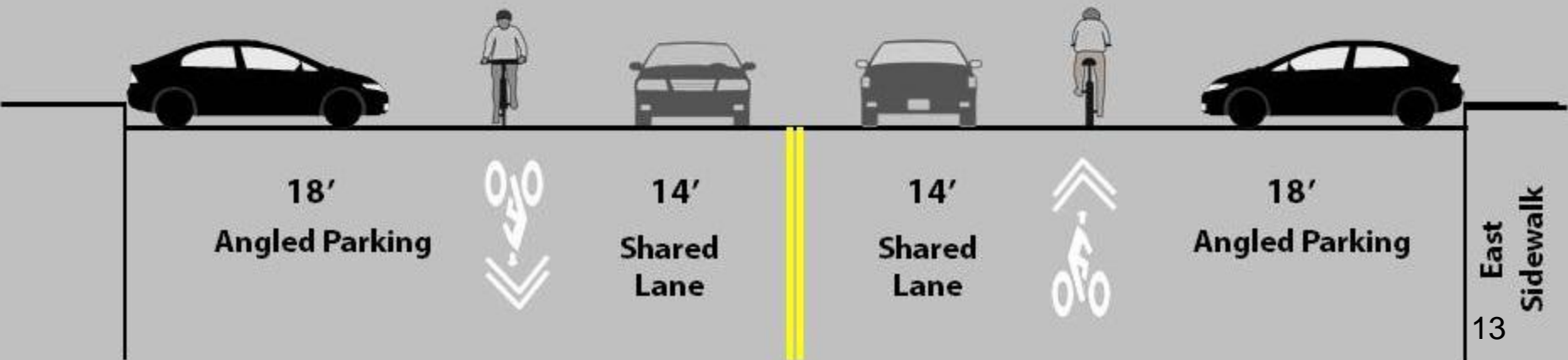
Amsterdam Avenue

Typical Street Section- W 190th Street to Ft George Avenue

EXISTING



PROPOSED



Amsterdam Avenue

Typical Design- W 190th Street to Ft George Avenue

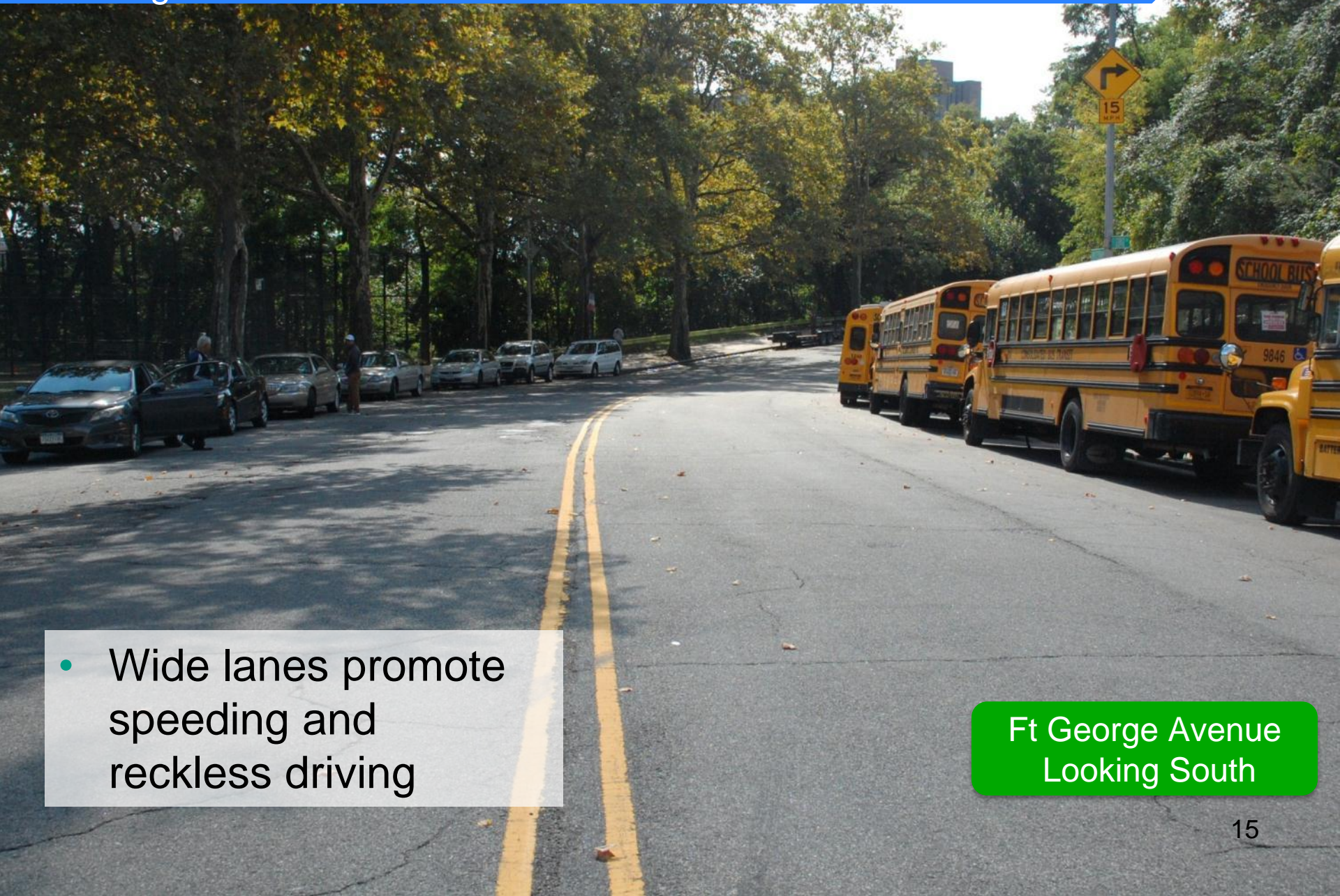


- Street segments with angled parking are too narrow for bicycles
- Shared lane symbols provide wayfinding and indicate safe location on street

Proposed Configuration:
Ocean Ave, Brooklyn

Ft George Avenue

Existing Conditions



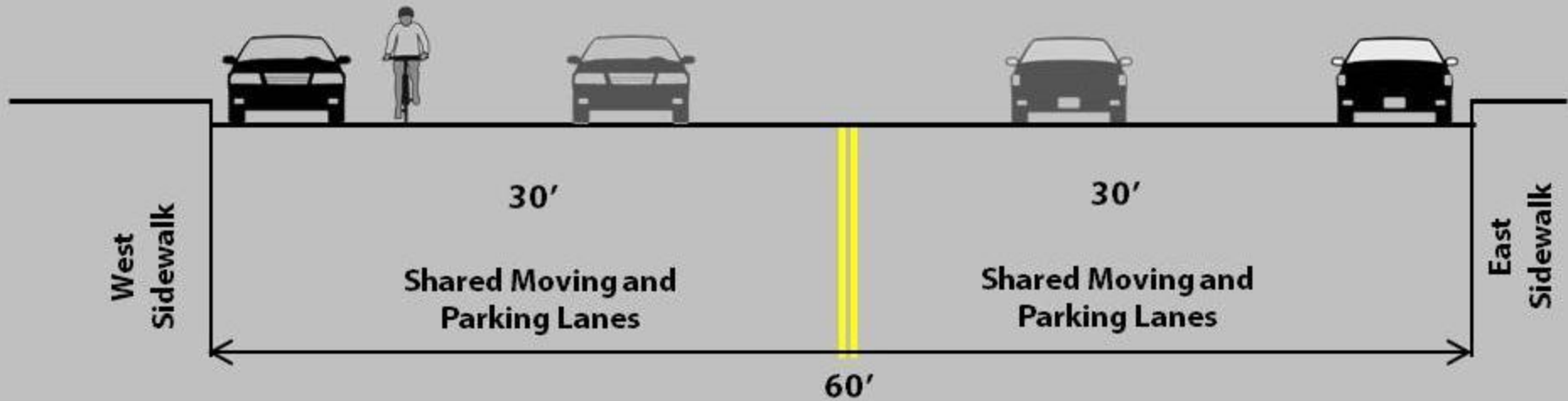
- Wide lanes promote speeding and reckless driving

Ft George Avenue
Looking South

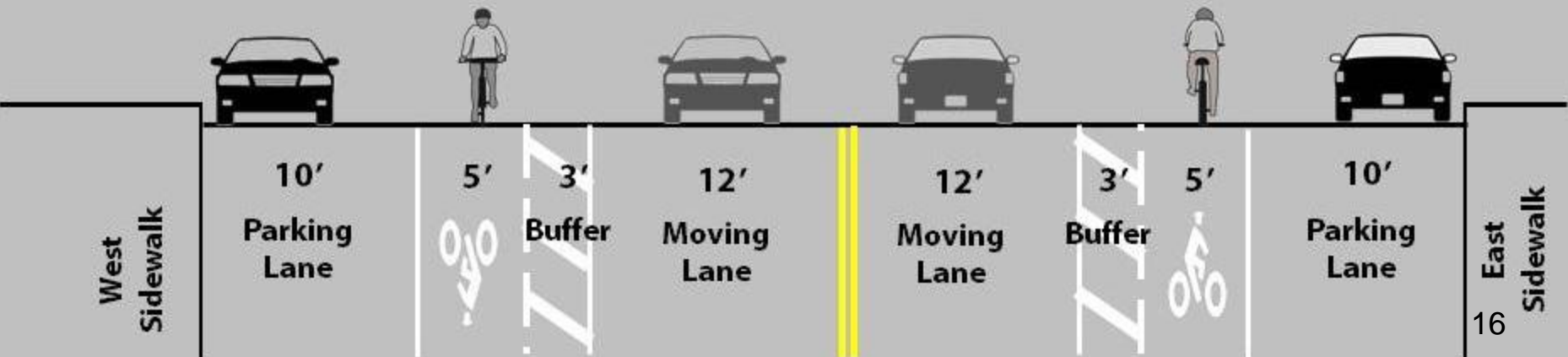
Ft George Avenue- Proposed Configuration

Typical Street Section

EXISTING



PROPOSED



Ft George Avenue

Typical Design



Proposed Configuration:
W 106th St, Manhattan

- Buffered bicycle lane organizes traffic and provides dedicated space for cyclists

Ft George Hill

Existing Conditions



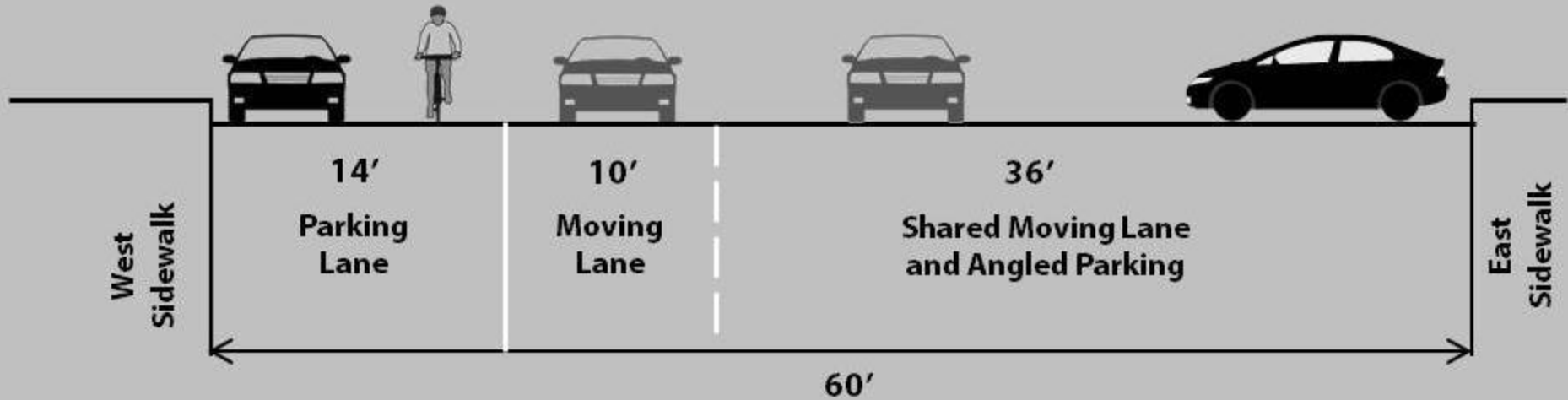
- Angled parking
- Two southbound moving lanes
- Wide parking lane

Ft George Hill
Looking South

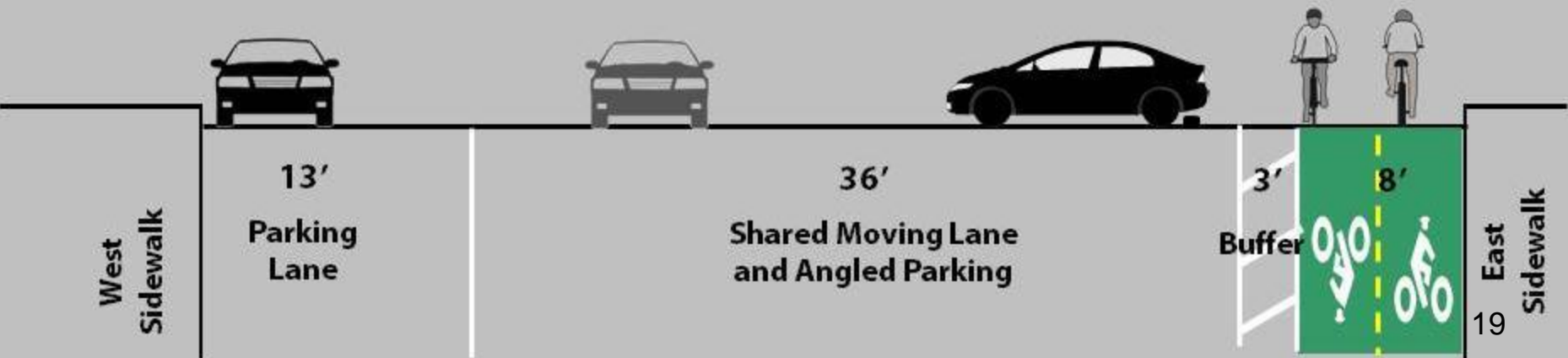
Ft George Hill- Proposed Configuration

Typical Street Section

EXISTING



PROPOSED



Ft George Hill

Typical Design

- Bike path located between angled parking and curb
- Right turn banned for trucks at Ft George Ave and St Nicholas Ave

Similar Configuration:
Prospect Park West, Brooklyn

Ft George Hill

Traffic Calming

- Ft George Hill has 550 vehicles in peak hour
- Moderate traffic volumes on wide streets may lead to speeding and reckless driving
- Narrowing the street to one moving lane calms traffic and improves safety
- Two lanes can be maintained at Fairview Ave to maintain existing intersection capacity
- 6 parking spaces removed near Fairview Ave
- 6 parking spaces removed near Dyckman St

W 177th Street

Existing Conditions



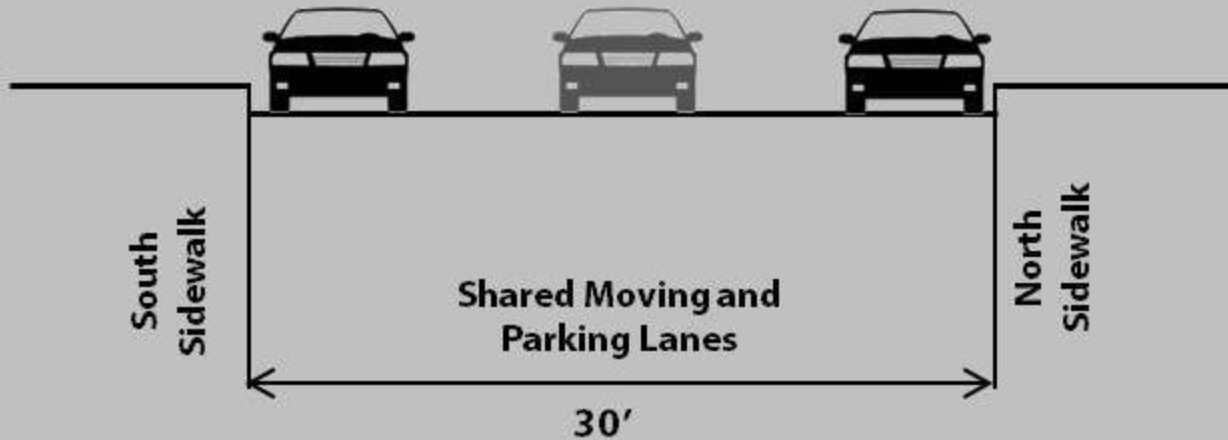
- Amsterdam Ave to Ft Washington Ave
- Westbound, one moving lane
- 30 foot wide residential street

W 177th St @ Audubon
Ave Looking East

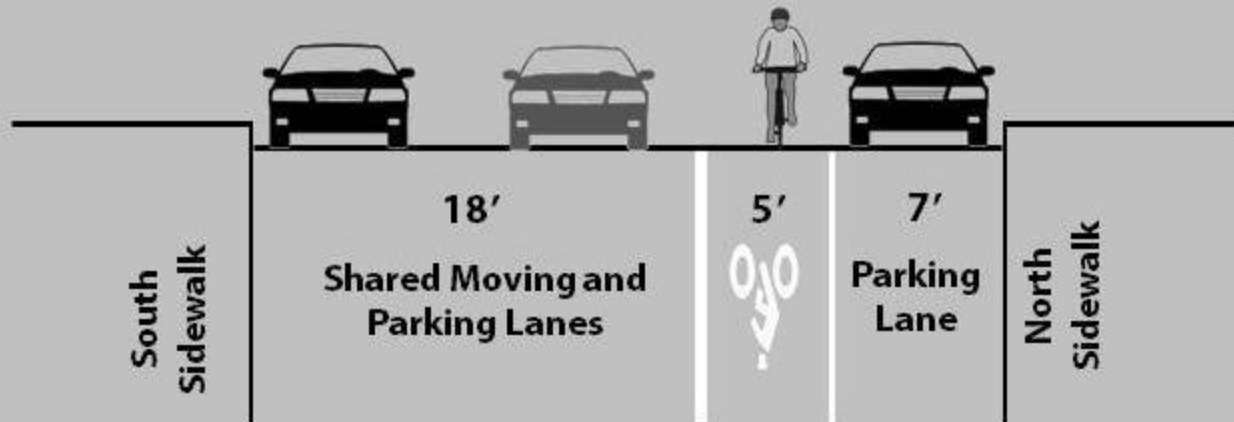
W 177th Street- Proposed Configuration

Typical Street Section

EXISTING



PROPOSED



W 177th Street

Typical Design



- Bicycle lane organizes traffic and provides dedicated space for cyclists
- No parking or moving lane removal

Proposed Configuration:
W 21st St, Manhattan

W 180th Street

Existing Conditions



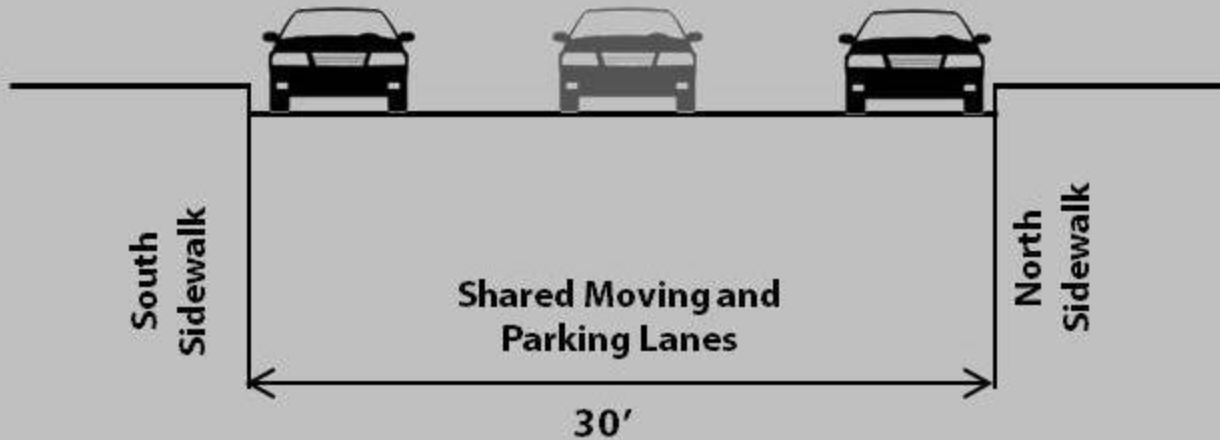
- Cabrini Blvd to Amsterdam Ave
- Eastbound, one moving lane
- 30 foot wide residential street

W 180th St @ Audubon
Ave Looking West

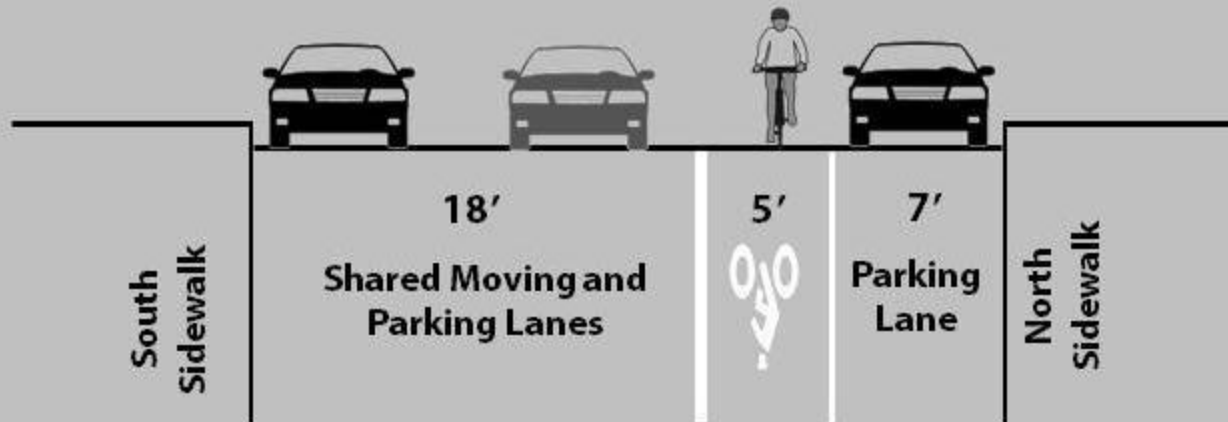
W 180th Street- Proposed Configuration

Typical Street Section

EXISTING



PROPOSED



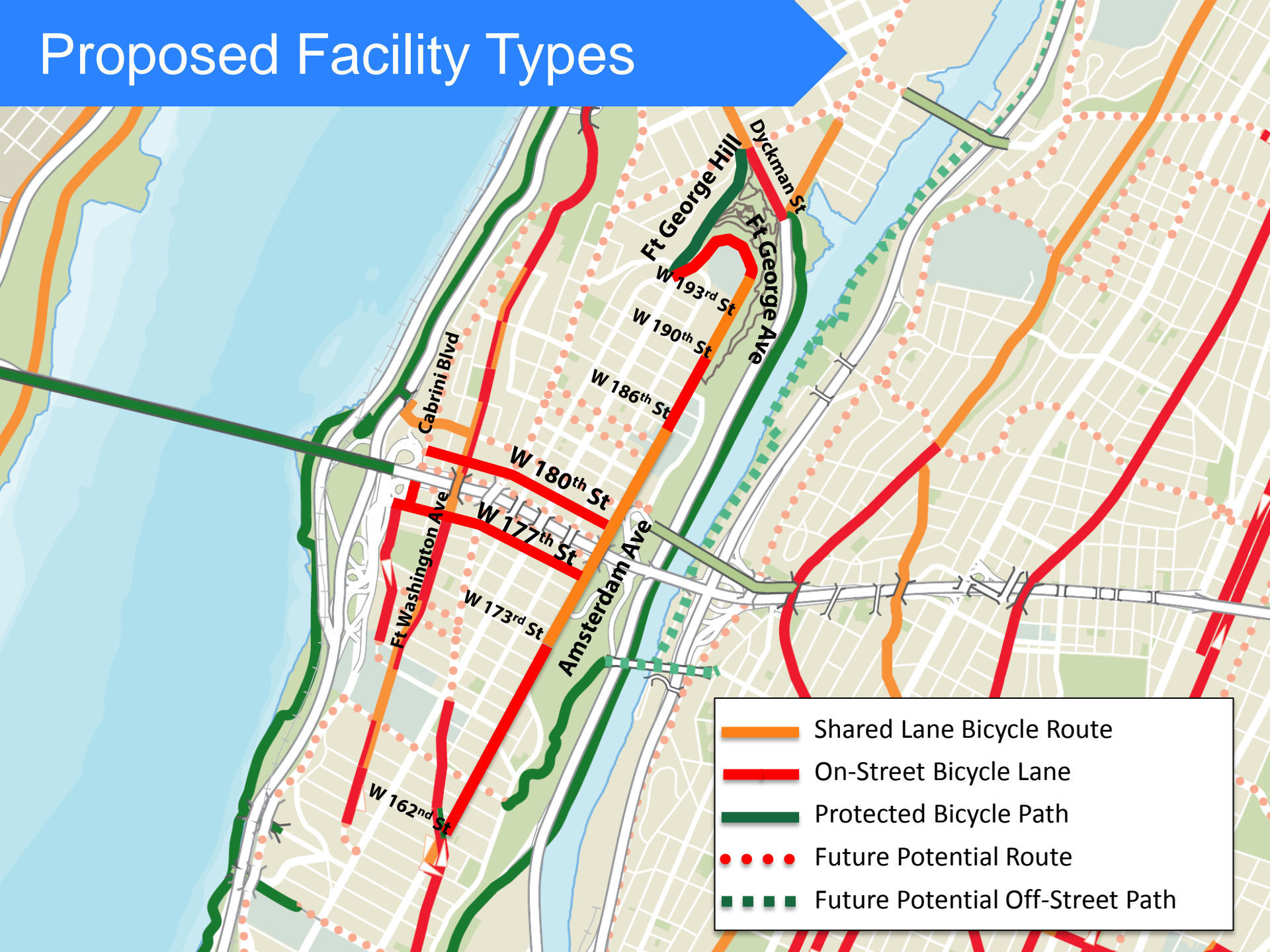
W 180th Street

Typical Design

- Bicycle lane organizes traffic and provides dedicated space for cyclists
- No parking or moving lane removal

Proposed Configuration:
E 9th St, Manhattan

Proposed Facility Types



Project Summary

- Enhances safety for all street users
- Expands the bicycle network by creating new bicycle connections
- Provides safety treatments at left-turn intersections
- Reduces opportunities for speeding and reckless driving
- DOT working with businesses to identify necessary changes to commercial loading zones

Next Steps

- Implementation- Summer 2014
- Phase 2 Route Planning- Fall 2014

Questions?

Thank
You