Amsterdam Avenue

Parking Protected Bicycle Lane

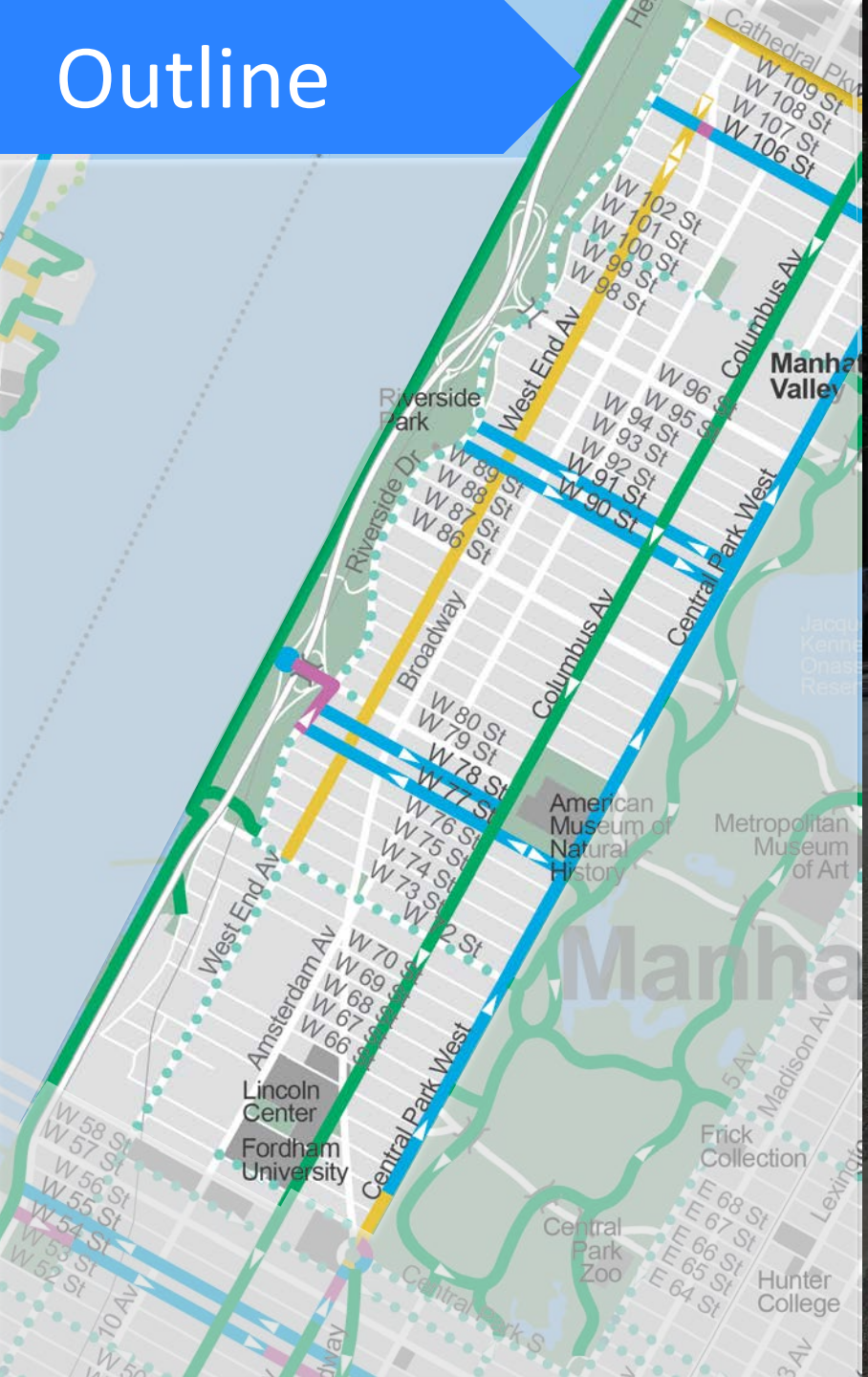
New York City Department of Transportation

Presented by the Bicycle and Greenway Program on January 12, 2016 to Community Board 7

NEW YORK CITY DOT

VISION ZERO

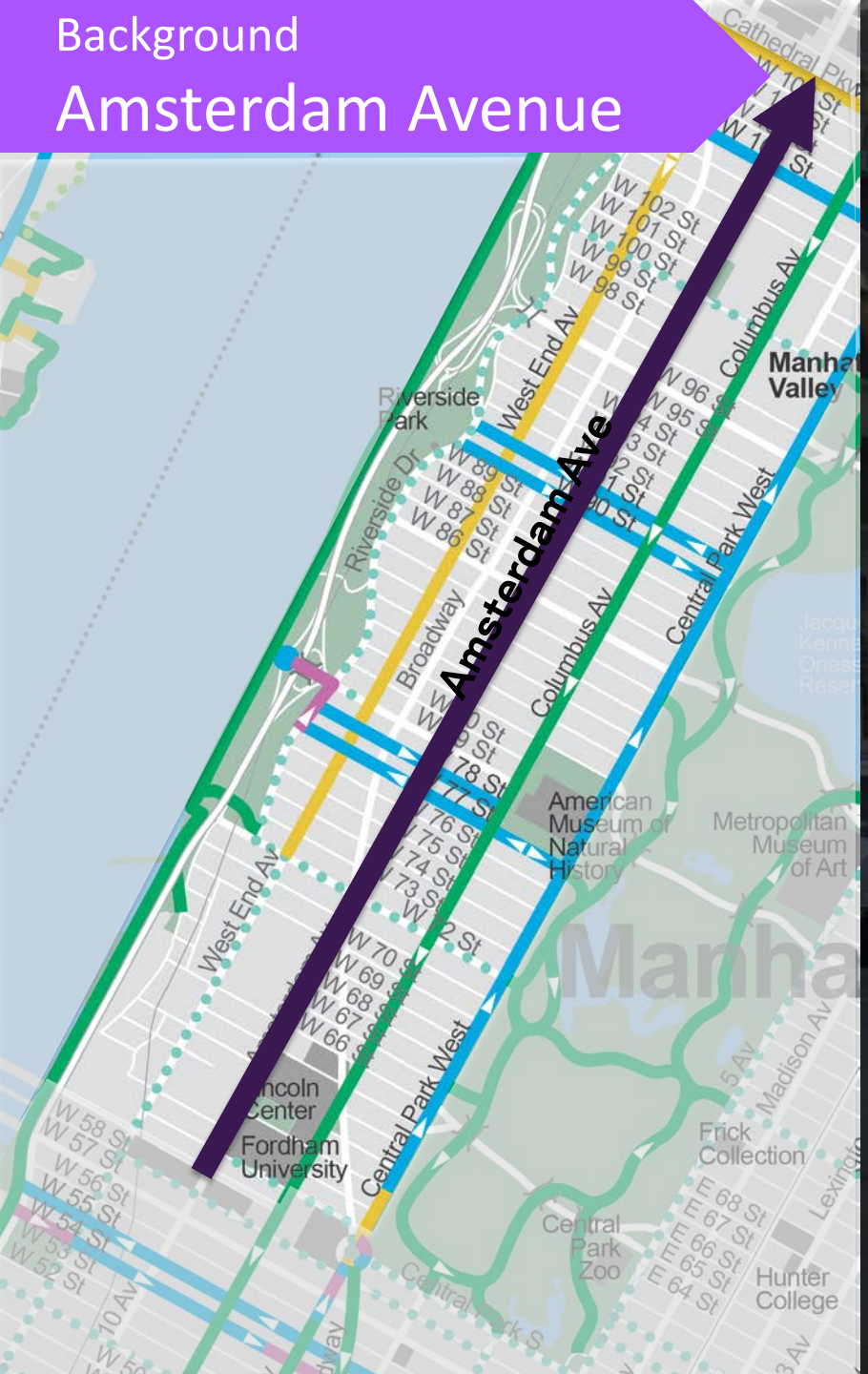
Outline



- Background
- Design Discussion
- Making it Work
- Summary
- Next Steps

Background

Amsterdam Avenue



- Logical northbound pairing for Columbus Ave
- CB 7 and electeds requested that DOT study Amsterdam
- Recent Citi Bike expansion uptown to W 86th St
- Over 19 people killed or severely injured per mile (including two fatalities)
- High traffic volumes, bus route, local truck route, active curbside loading

Background

Public Engagement

DOT Street Ambassadors surveyed **439** people on the street and visited **227** merchants along the corridor

Ambassadors were on Amsterdam Ave November 2nd-7th, November 28th, and December 16, 2015

Background

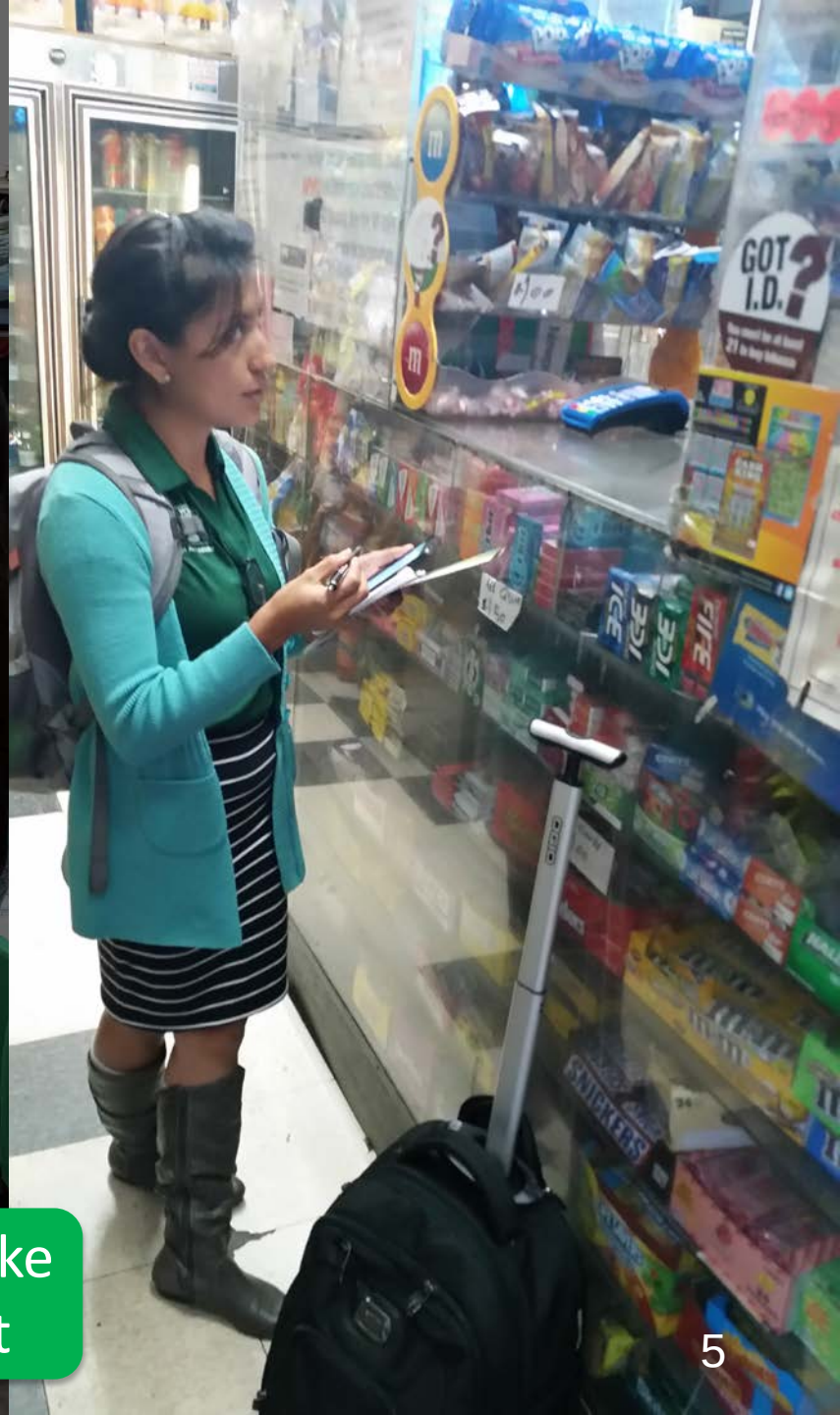
Public Engagement

Of the **227** merchants that DOT visited, **165** took the survey:

52% of merchants reported that delivery vehicles typically double-parked in front of their businesses

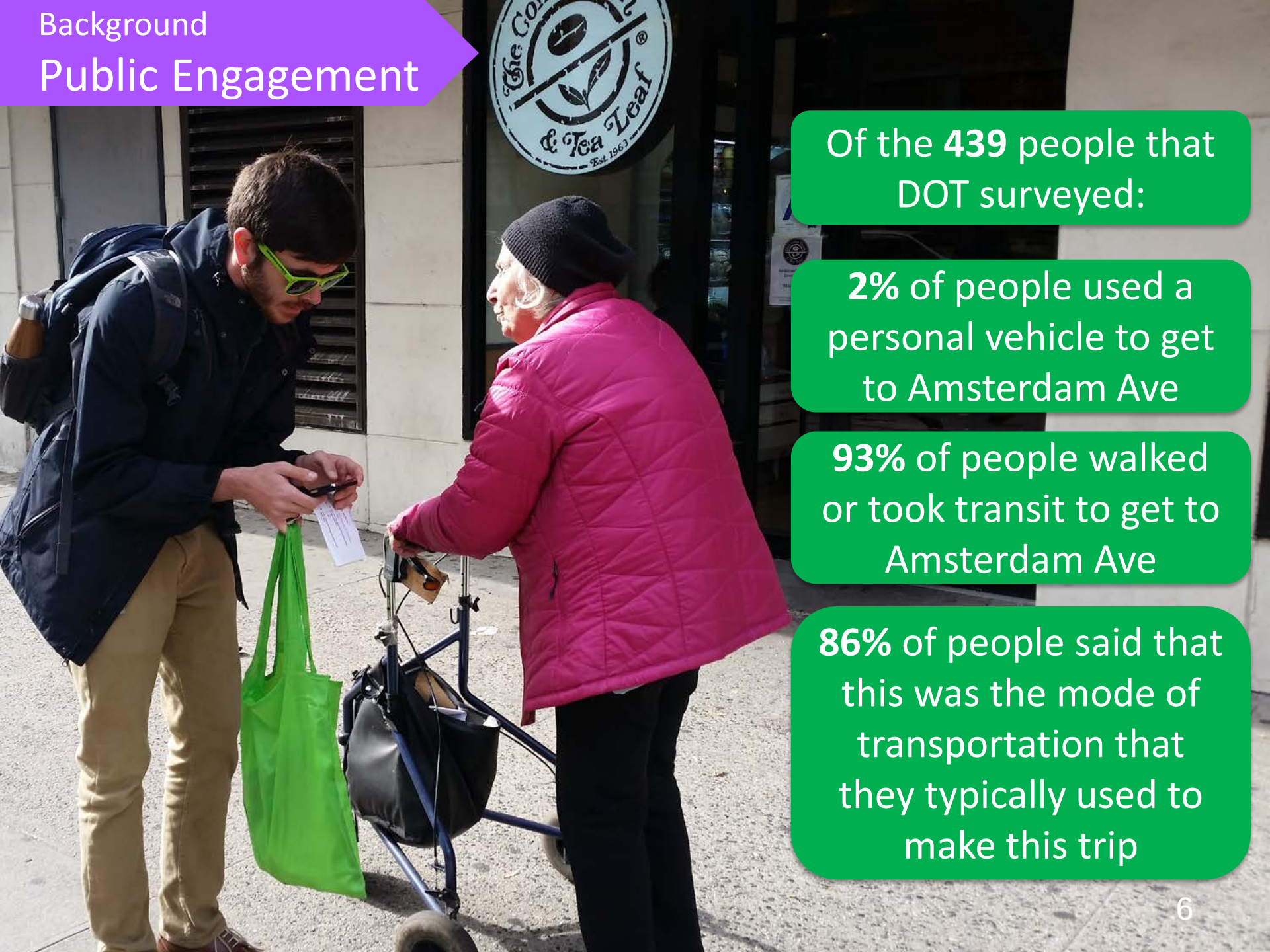
33% of merchants reported that customer parking was a concern for their businesses

61% of merchants that deliver use a bike to do so, another **19%** deliver on foot



Background

Public Engagement



Of the **439** people that DOT surveyed:

2% of people used a personal vehicle to get to Amsterdam Ave

93% of people walked or took transit to get to Amsterdam Ave

86% of people said that this was the mode of transportation that they typically used to make this trip

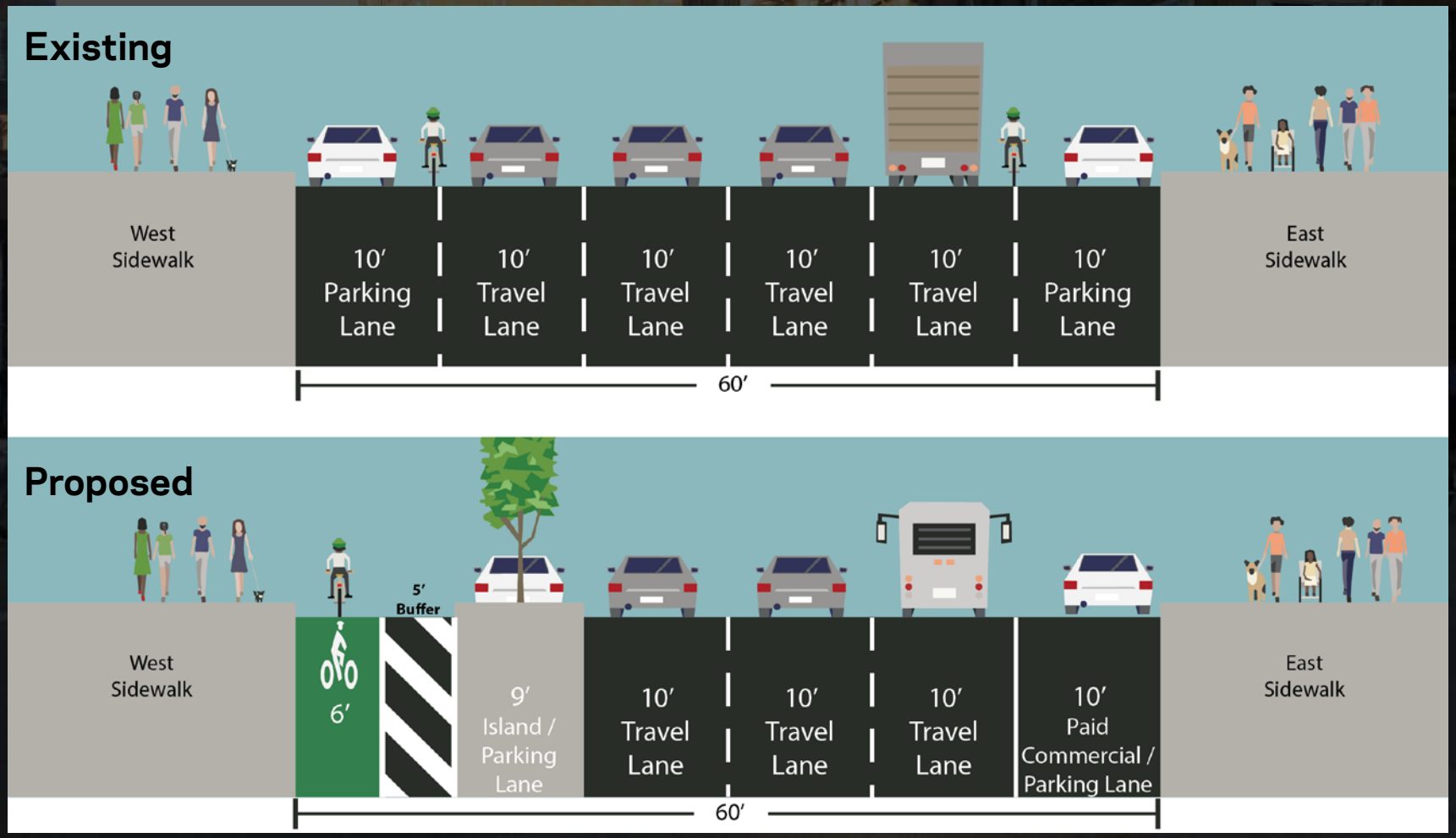
Design

Existing Issues

- 59% of vehicles are speeding at off-peak times
- Long crossing distances
- High peak vehicle volumes
- Current design encourages bad driver behavior
- Not designed to a neighborhood scale

Source: Radar speed study taken on October 6, 2015 btw. W 81th St and W 82th St on Amsterdam Avenue

Design Proposal



Curbside parking protected lane

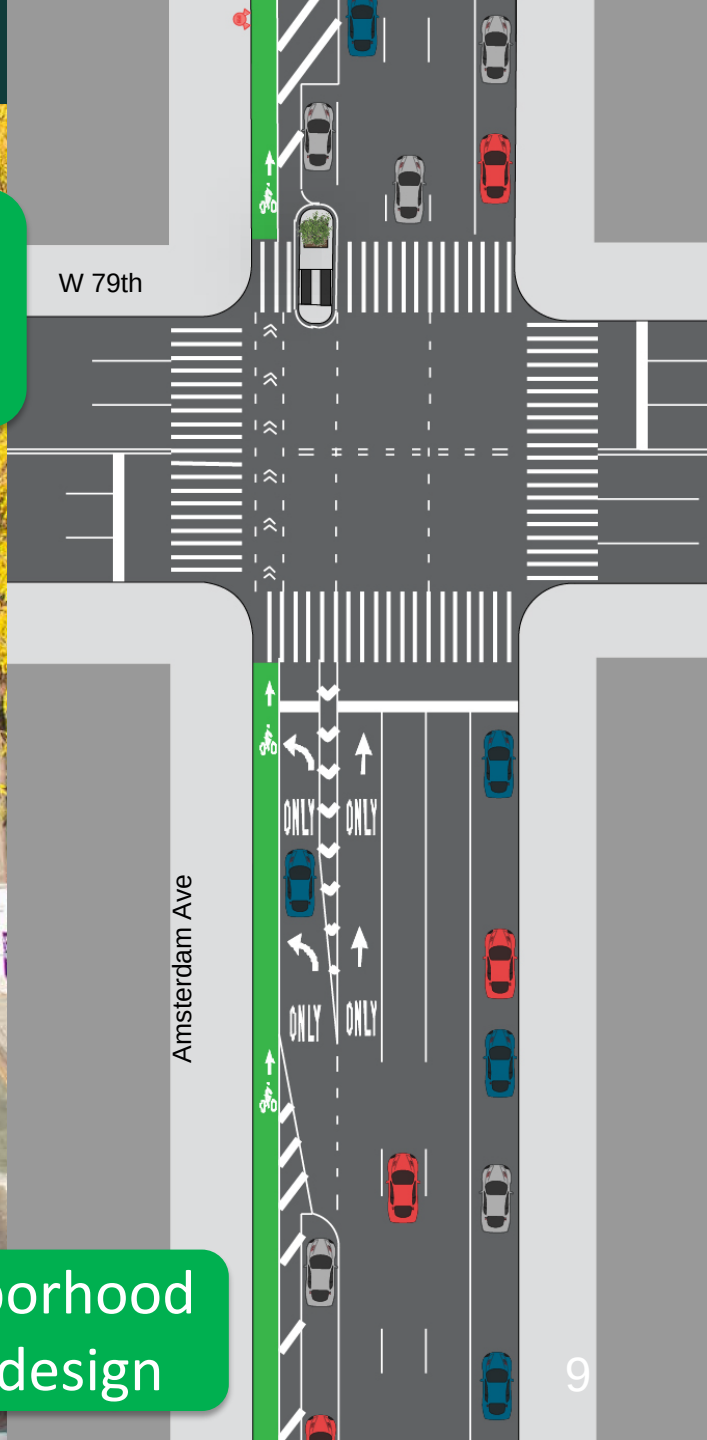
Pedestrian safety islands

Lane reduction with turn lanes

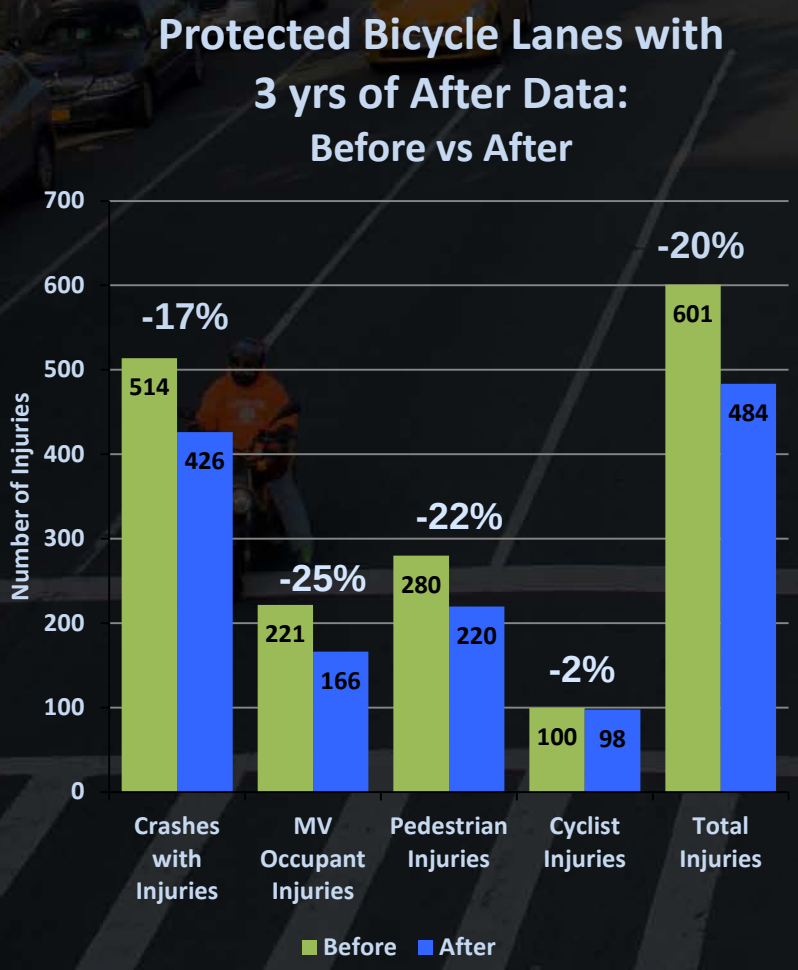
Updated curb regulations

Design

Proposal



Design
Safety



In general protected bike lanes in Manhattan improve safety for all users:

- Total injuries have dropped by 20%
- Crashes with injuries have been reduced by 17%
- Pedestrian injuries are down by 22%
- Cyclist injuries show a minor improvement even as bicycle volumes have dramatically increased

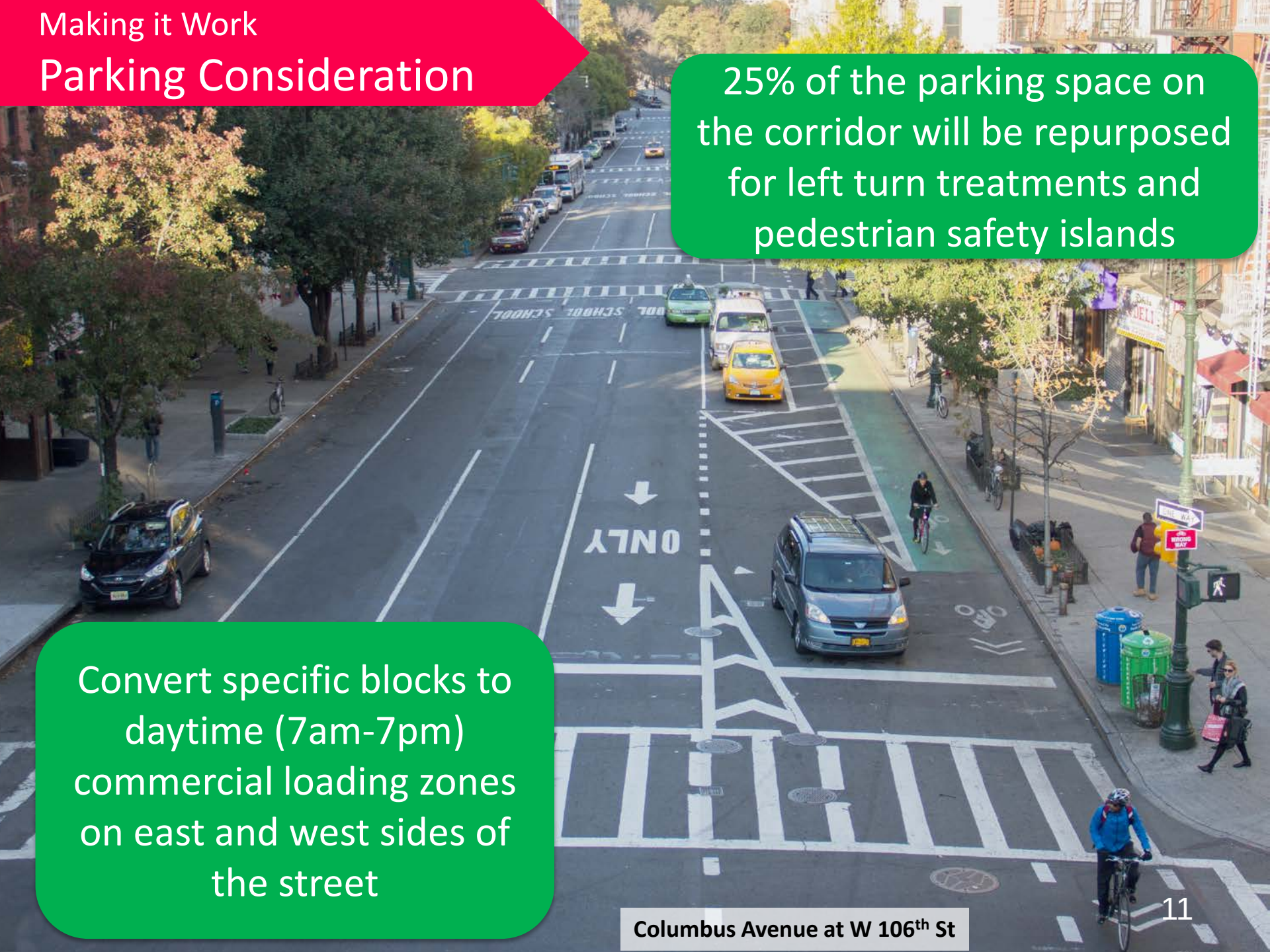
27% fewer injuries overall on Columbus Ave between W 96th St and W 77th St

Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th) Note: Only sections of projects that included protected bicycle lanes were analyzed
Source: NYPD AIS/TAMS Crash Database

Making it Work

Parking Consideration

25% of the parking space on the corridor will be repurposed for left turn treatments and pedestrian safety islands



Convert specific blocks to daytime (7am-7pm) commercial loading zones on east and west sides of the street

Columbus Avenue at W 106th St

Making it Work

Deliveries

Reduce the likelihood of trucks double-parking during peak travel times

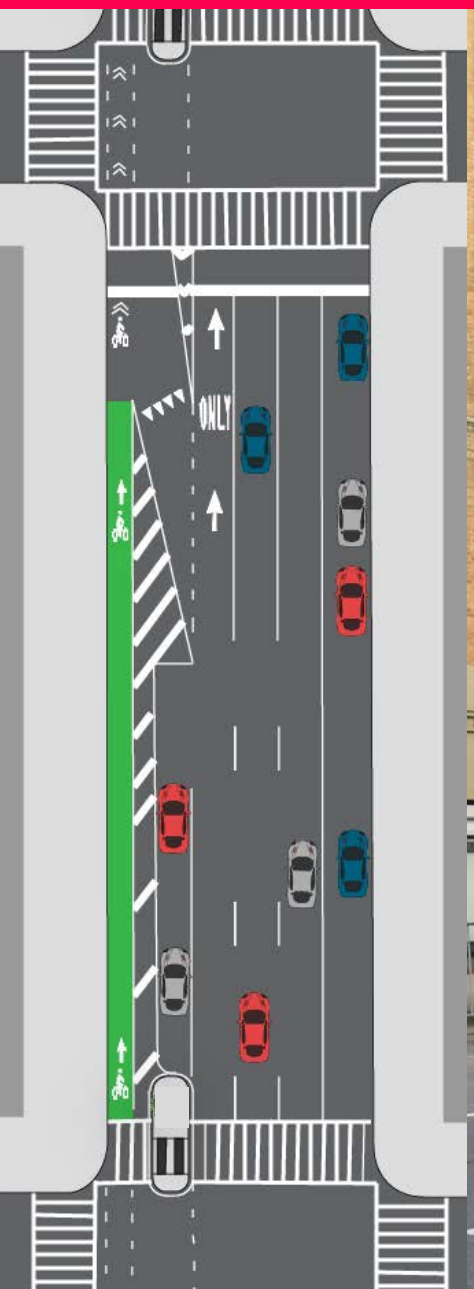
Indicates a combination of open metered parking and metered commercial

Indicates metered commercial 7am-7pm Monday to Friday

Note 1: Metered parking to remain unless otherwise indicated.
Note 2: Specifics of regulations north of W 106th St pending further consultation with the Columbus Amsterdam BID

Making it Work

Beacon Theater



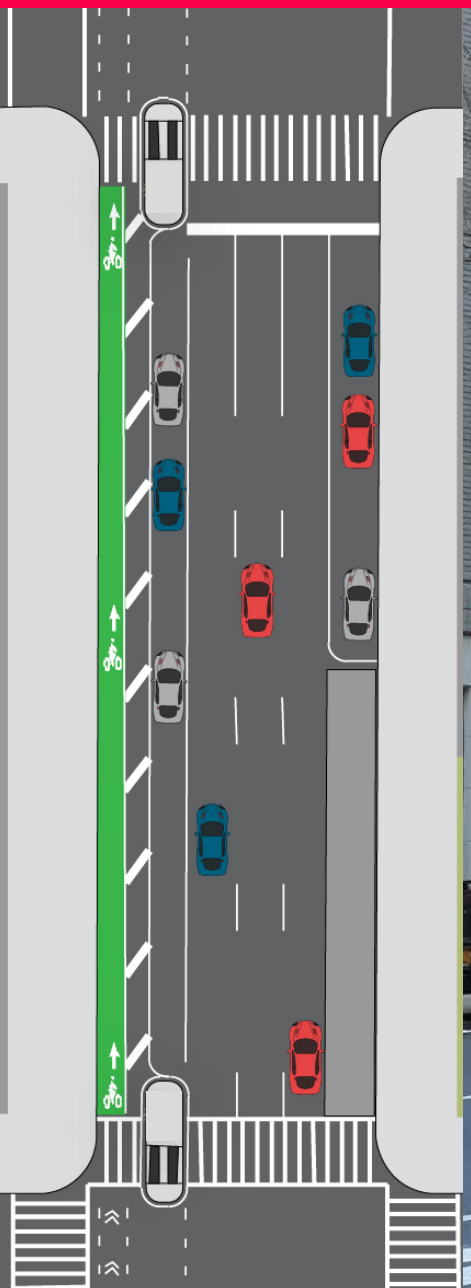
Trucks remain curbside during load-ins and load-outs

Use temporary barriers to create a protected lane on the east side of truck activity

Maintain visibility of cyclists to left turning vehicles

Making it Work

Plaza Jewish Community Chapel

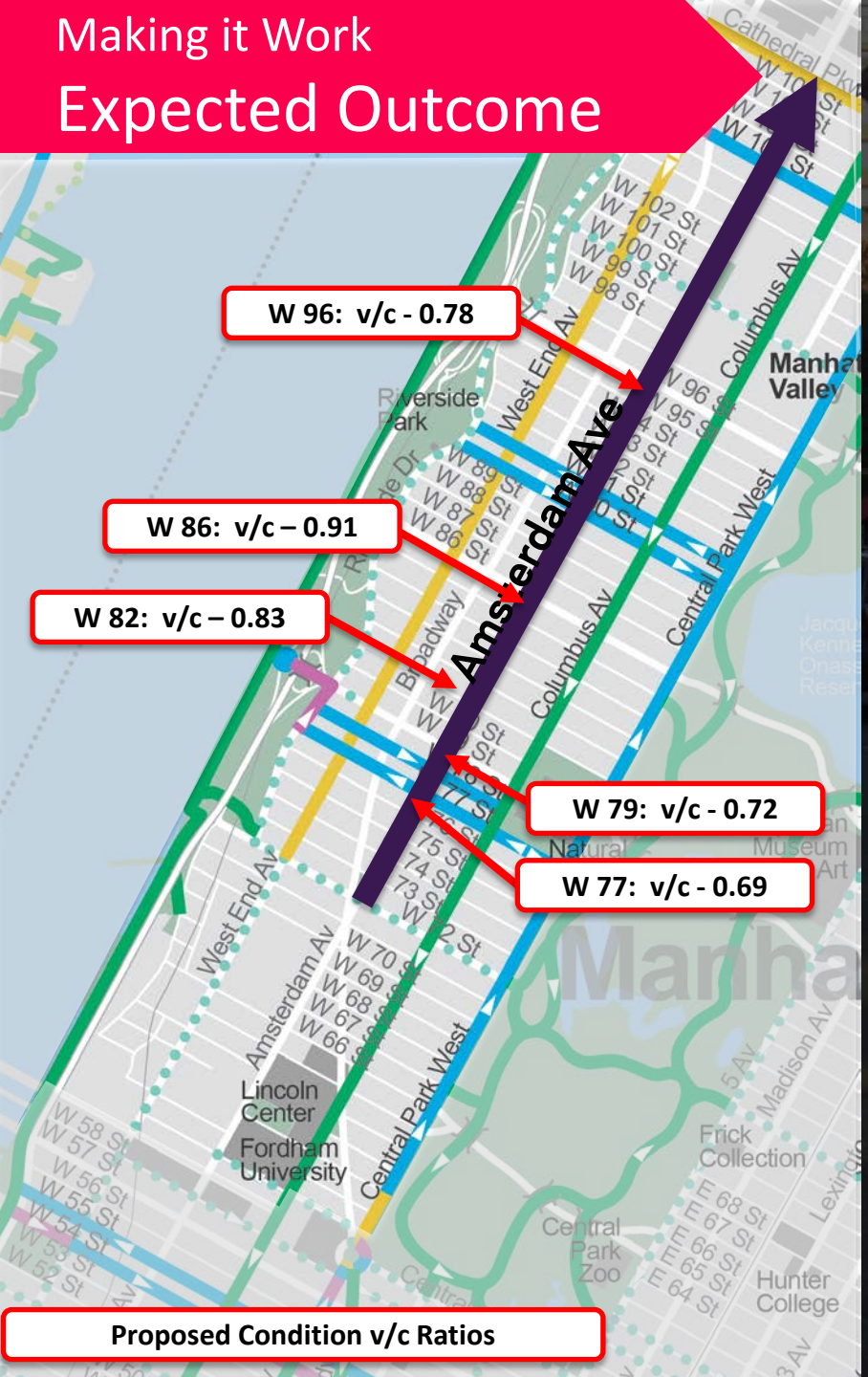


Ban the left turn from Amsterdam Ave to W 91st St for vehicles

Maintain the existing No Parking regulation in the floating parking

Making it Work

Expected Outcome



Existing

Cross Street	Amsterdam 6-7 PM Peak Volumes (veh/hr)	Delay (s)	Volume-to-Capacity Ratio
W 96th	1,687	12.8	0.91
W 86th	1,704	6.5	0.81
W 82nd	1,545	3.0	0.66
W 79th	1,330	40.9	0.85
W 77th	1,377	4.8	0.62

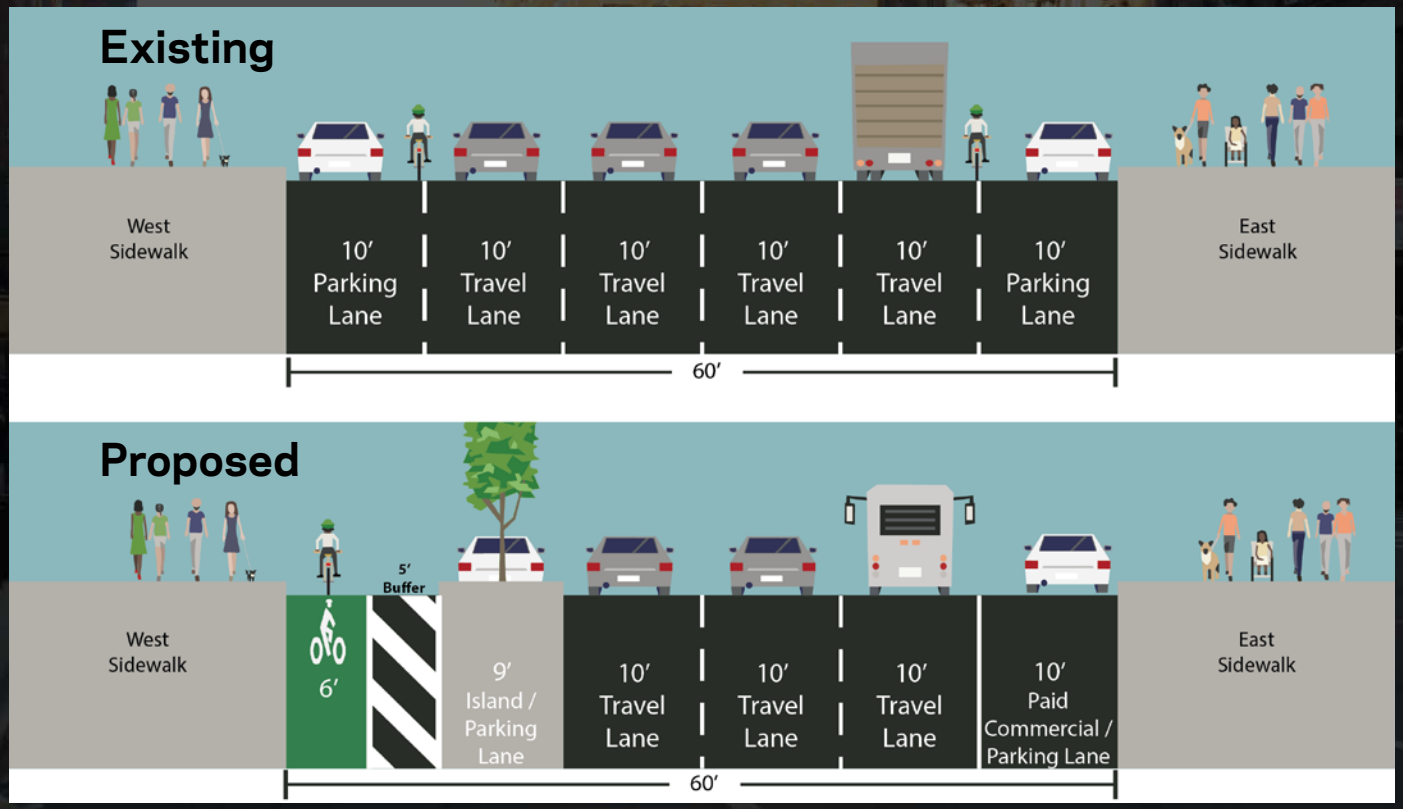
Proposed

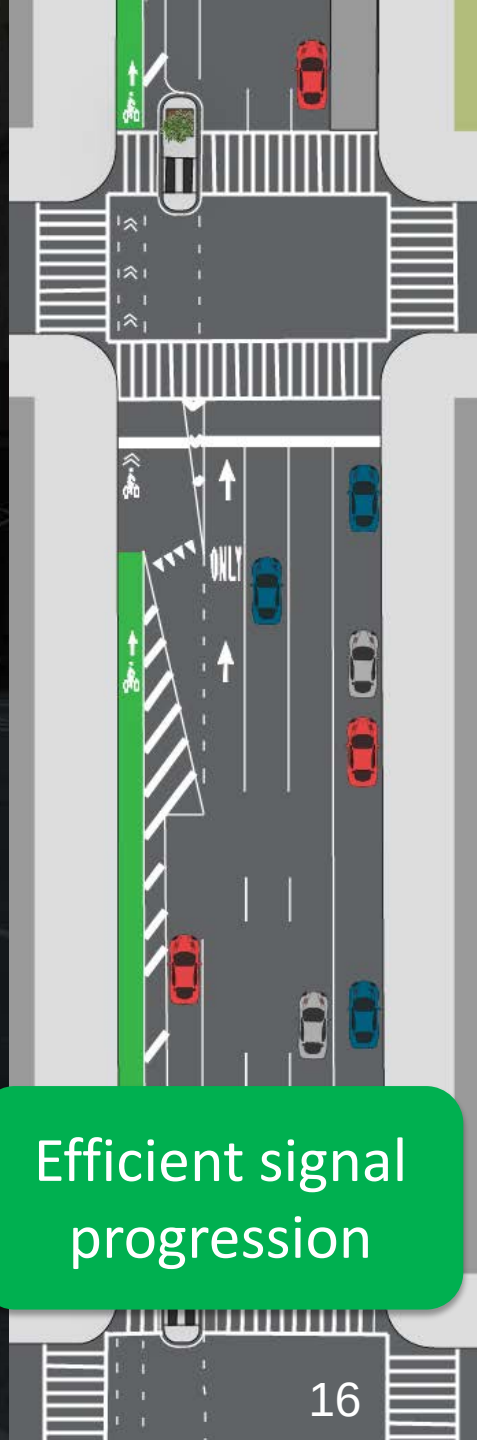
Cross Street	Amsterdam 6-7 PM Peak Volumes (veh/hr)	Delay (s)	Volume- to-Capacity Ratio
* W 96th	1,670	5.0	0.78
W 86th	1,687	12.7	0.91
W 82nd	1,530	5.9	0.83
* W 79th	1,317	35.5	0.72
W 77th	1,363	4.5	0.69

* Benefit from conversion from LPI to Split LPI

Making it Work

Overall



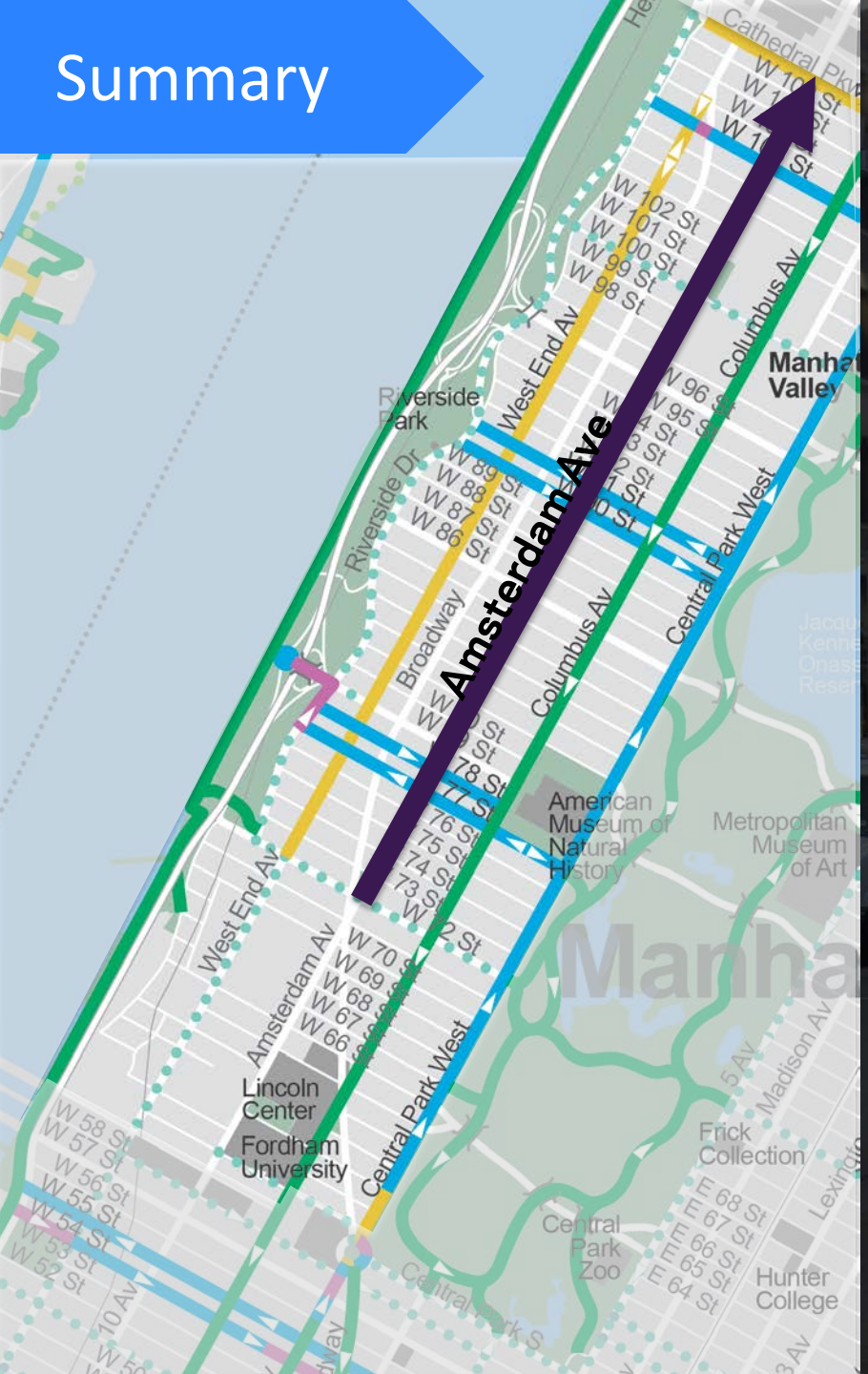


3 through lanes process efficiently

Traffic is organized into through, turns, and proper loading zones

Efficient signal progression

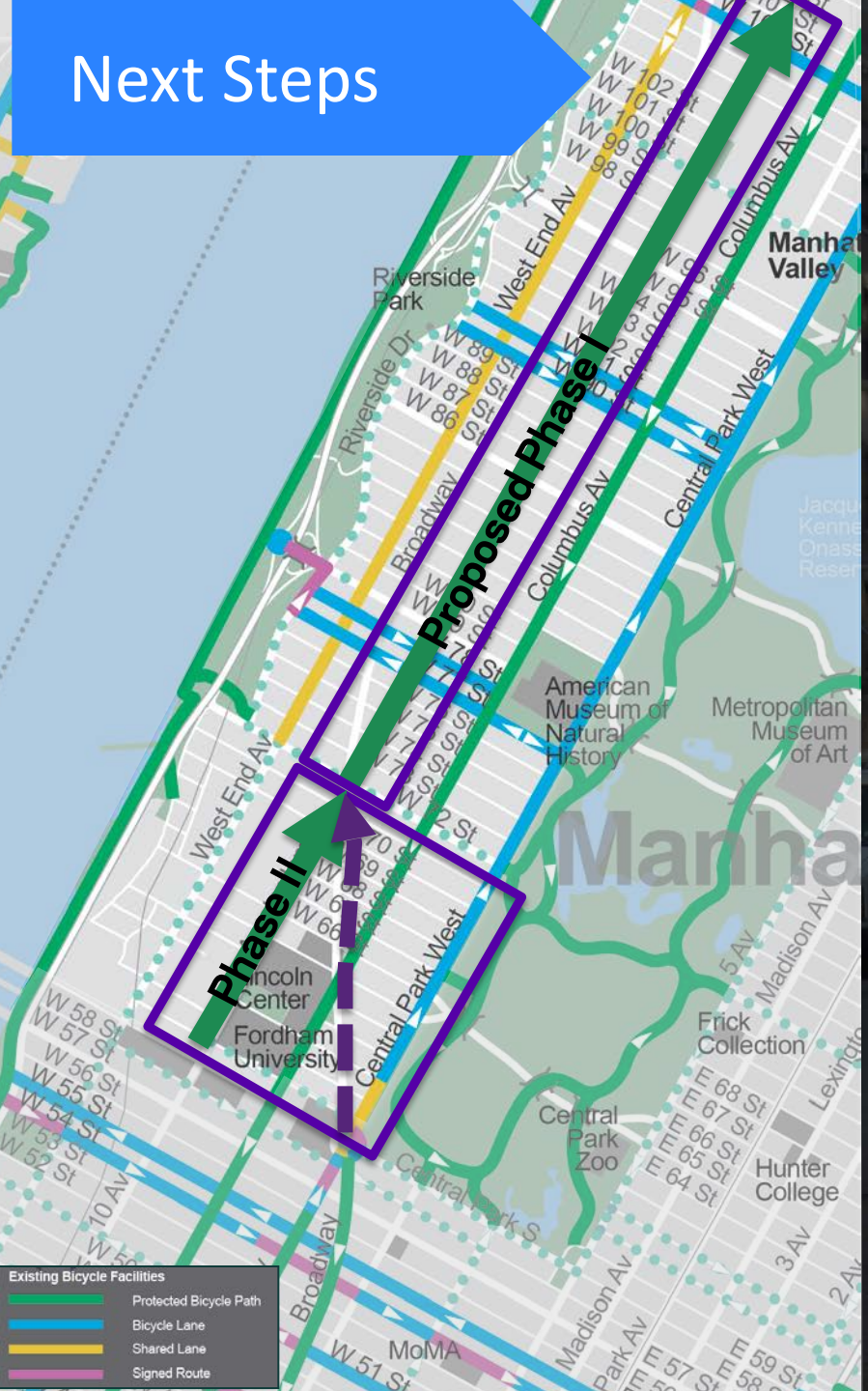
Summary



Amsterdam Avenue

- Protected bicycle lane provides northbound route for cyclists
- Reduced pedestrian crossing distances with islands
- Design for neighborhood street with safety benefits expected for all users
- Lane reduction with left turn treatments
- High peak hour traffic volumes require some signal adjustments
- Left turn treatments and paid commercial spaces reduce parkable area
- Traffic flow will be maintained
- Connections to new route via CPW at 77th/78th and 90th/91st

Next Steps



Phase 1 – 72nd – 110th

- Implement in Spring 2016, nearly two miles of protected lanes and new infrastructure

Phase 2 – South of 72nd

- Gather feedback & develop proposals
- Consider network connections
- Coordinate with 2016 capital project at 71st/Amsterdam/Broadway
- Complete improvements on Columbus south of 65th St
- Any route will require careful planning through complex intersection of 71st/Amsterdam/Broadway

Questions?

Thank You