CATHEDRAL PKWY

Bike Lanes and Safety Improvements

Manhattan CB 7 Transportation Committee
June 13, 2017

VISION ZERO
nyc.gov/visionzero

NEW YORK CITY DOT

PRESENTATION OVERVIEW

Background

- Mobility
  - NYC in Numbers
  - Citi Bike
- Harlem Bike Network
  - Community Outreach
  - Proposed Routes

Proposal

- Cathedral Pkwy/110th St
  - Riverside Dr to Columbus Ave
  - Columbus Ave to Frederick Douglass Circle
  - Frederick Douglass Circle

Summary

- Benefits of Design Elements

Background

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NYC MOBILITY

Recent Travel Trends (2010-2015)

+370,000
New York City residents

+520,000
new jobs

+20%
growth tourists

+10%
growth in subway trips

+80%
growth in daily cycling trips

As the city grows, there is higher demand on the transportation system and people are increasingly turning to mass transit, FHV carpooling, and cycling.

New York City Mobility Report 2015. Bike Data 2010-2014 . Other Data 2010-2015

BIKE NETWORK – Citi Bike

Recent Trends

Total Number of Citi Bike Trips in NYC:

2016 - 14 million trips

2015 - 10 million trips

Citi Bike regularly serves over **70,000 trips per day**

more than

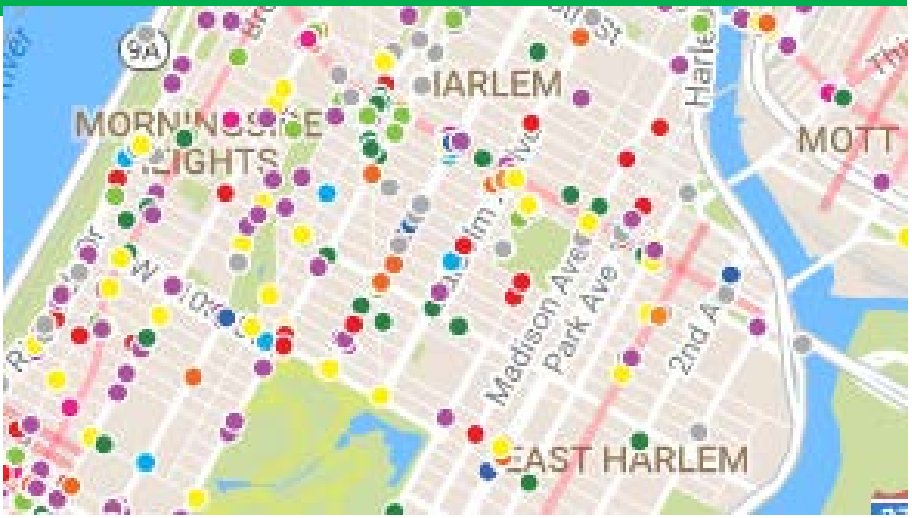
Staten Island Ferry

Boro (green) Taxi

Citi Bike Program Areas

HARLEM BIKE NETWORK – Public Outreach

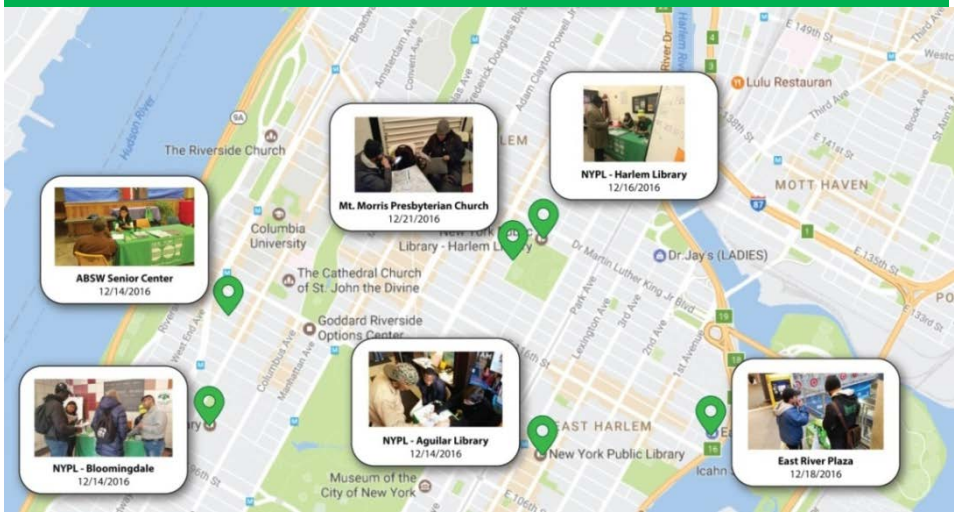
Vision Zero



Harlem River Bridges Access Plan

Citi Bike

Street Ambassadors



HARLEM BIKE NETWORK – Proposed Routes

110th/111th St

- Limited east-west through streets (first opportunity after 72nd St)
- Identified as a priority route during HRBAP workshops and S.A. deployment
- Re-design of W 110th St, and FD Circle (community safety concerns)

126th St/128th St

(alternative to 125th St)

- Identified as a priority route during HRBAP workshops and S.A. deployment
- Limited possibilities for direct routes
- Connects to Willis Ave and RFK

5th Ave

- Strong desire for protected bike lane identified through S.A. outreach
- Excess width encourages speeding and other unsafe behavior
- Serve people traveling south as well as those traveling north on other streets

Proposals

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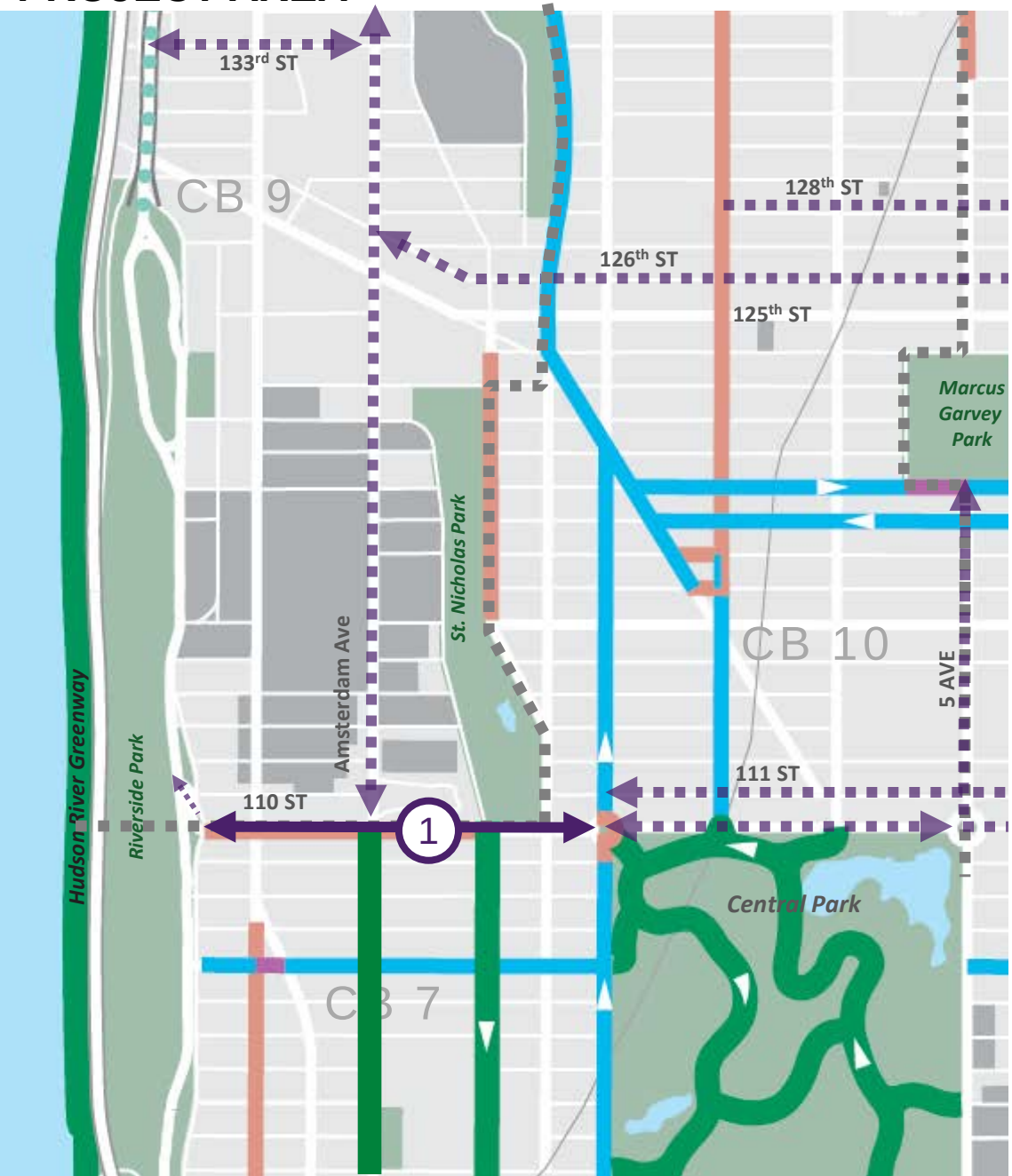
PROJECT AREA



1 110th St

Riverside Dr Service Rd to F.D. Circle

- Access to Greenway and Park
- Cross-town Connection
- Build on Previous Safety Project
- No parking loss

110th St Counts

(Manhattan Ave to Central Park W)

1,401 (weekend)

637 (weekday)

SAFETY

Injury Summary, 2010-2014 (5 years)

West 110th St
(Riverside Dr to Manhattan Ave)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	35	4	0	4
Bicyclists	22	3	0	3
Motor Vehicle Occupant	69	4	1	5
Total	126	11	1	12

Fatalities, 01/01/2011 – 01/23/2017: 1

Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured

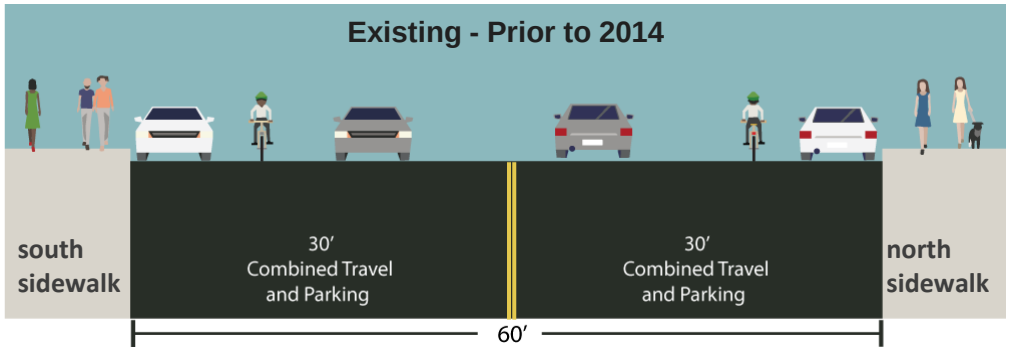
Existing and Issues

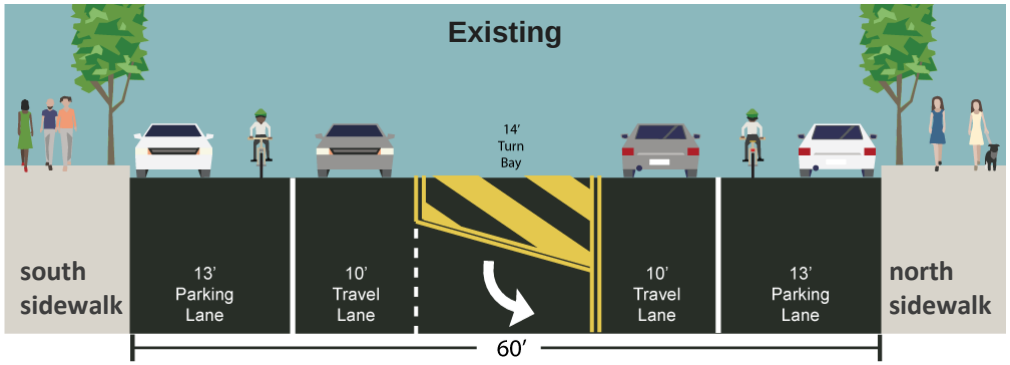
- Width varies from 50 to 80 ft
- Street is 80’ wide (for two blocks closest to park) creating **long pedestrian crossings**
- **No dedicated space** for cyclists
- **Cyclist position in roadway unpredictable** for drivers and pedestrians
- **Community request for improvements**

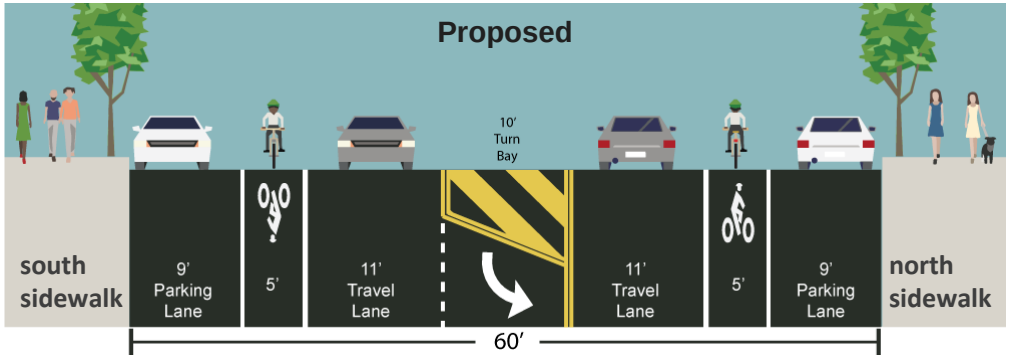
W 110th St at Morningside Ave looking west

W 110th St at Manhattan Ave looking west

Cathedral Pkwy (Riverside Dr Service Rd to Columbus Ave) – 50'-60' Typical Cross Section







Riverside Dr Service Rd to Columbus Ave

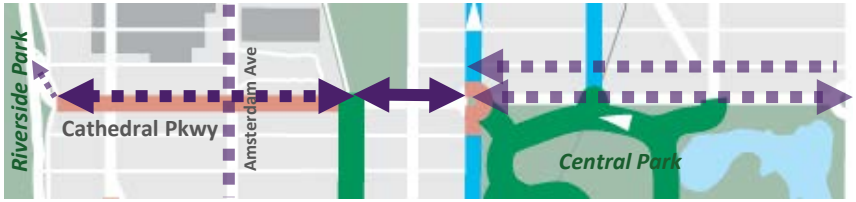
Traffic Calming Project Implemented in 2014:

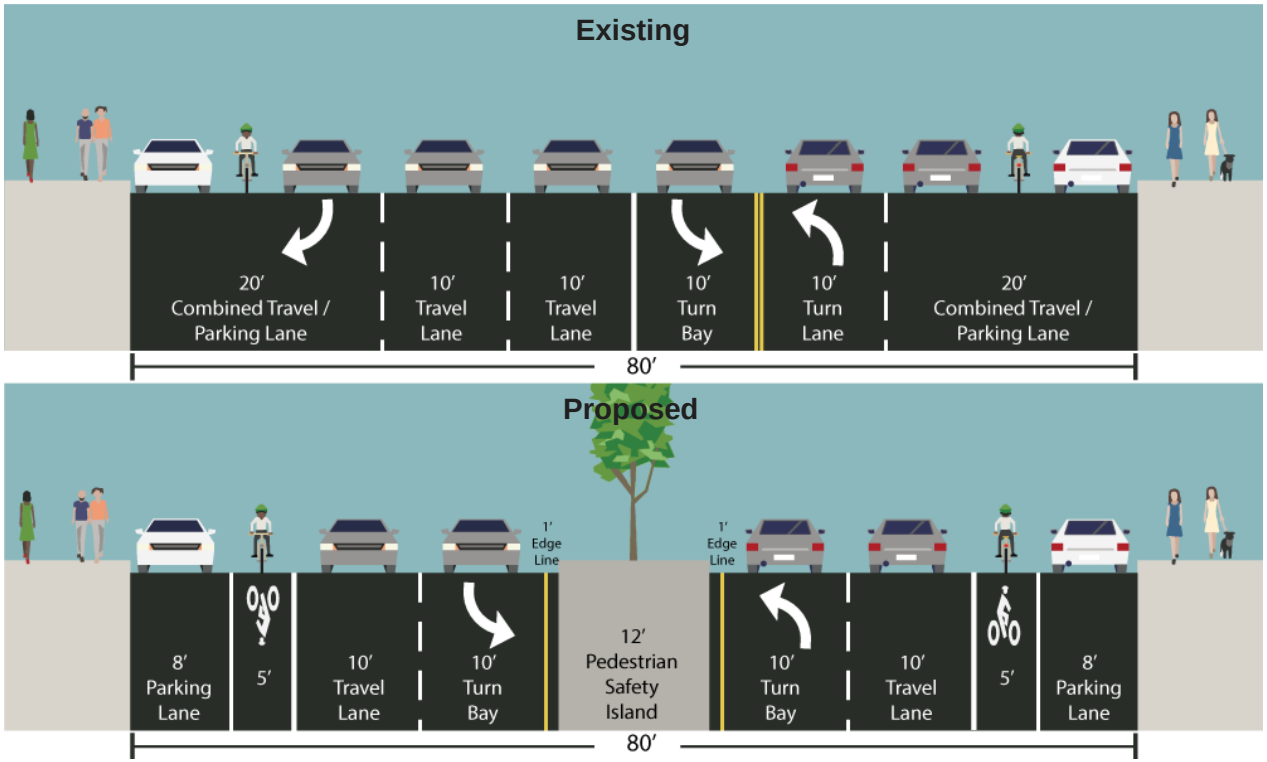
- Crashes with injuries **decreased 33%**
- Pedestrian injuries **decreased 59%**

Re-design creates strong east-west connection between Manhattan Waterfront and Central Park

- Visually narrows the roadway, **reduces crashes with injuries**
- Re-design of roadway create **dedicated space for vehicles and cyclists**
- **Increases predictability** for all road users
- **No Parking or Travel Lane Loss**

Cathedral Pkwy (Columbus Ave to Frederick Douglass Circle)





W 110th at Manhattan Ave facing west

Re-design creates strong east-west connection between Manhattan Waterfront and Central Park

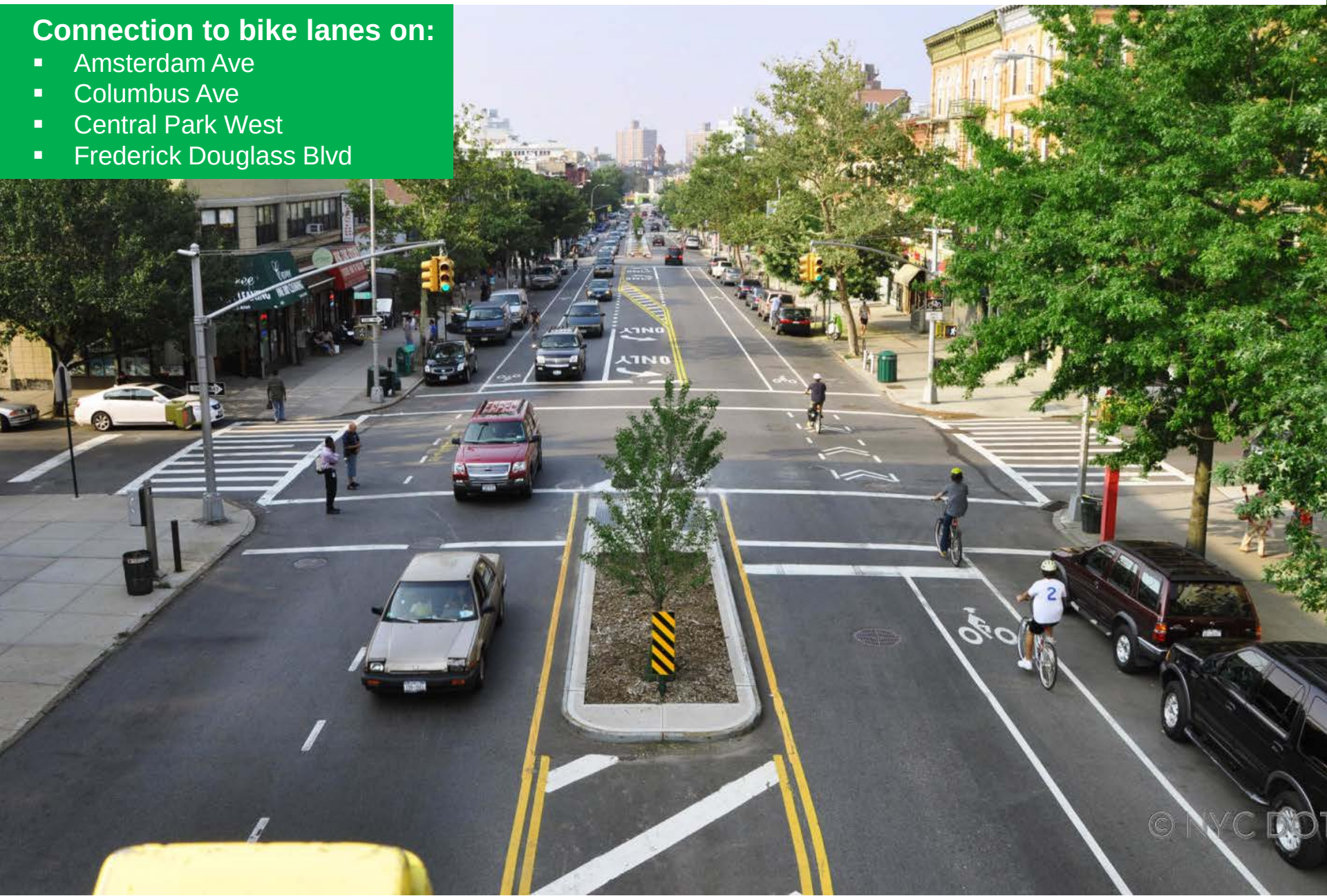
- Pedestrian islands create **safer, shorter pedestrian crossings**
- Improve alignment

Peak Volumes
(W 110th between Manhattan Ave and Columbus Ave):
WB - 844
EB - 455

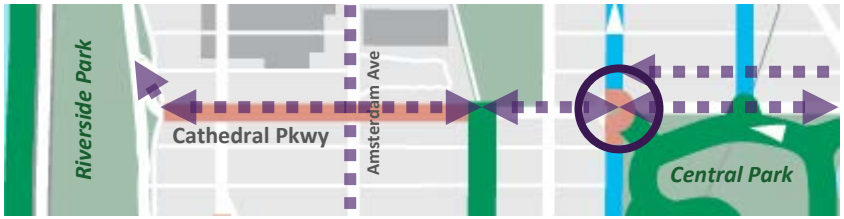
PROPOSED DESIGN ELEMENTS

Connection to bike lanes on:

- Amsterdam Ave
- Columbus Ave
- Central Park West
- Frederick Douglass Blvd



PROPOSED DESIGN – Frederick Douglass Circle



- **Community request for safety improvements**

- Install markings **to guide motorists, and cyclists through circle**
- Standard width moving lanes **calm traffic**
- Install guide signs

Bike connection to:
- **Central Park**
- **Frederick Douglass Blvd**

Summary

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BENEFITS OF DESIGN ELEMENTS

Vehicles

- Organize the roadway
- Improve safety
- Improve alignment, and visibility
- Establish standard width; discourage speeding

Cyclists

- Provide dedicated space for cyclists
- Increase predictability of cyclists location for motorists and pedestrians
- Connection to existing network
- Provide wayfinding

Refuge islands, painted neck downs, and high visibility crosswalks

- Create shorter, safer pedestrian crossings
- Improve alignment at intersections
- Discourage drivers from encroaching into crosswalk

Street re-designs improve safety for all road users

Questions?

THANK YOU!

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