



CATHEDRAL PKWY

Bike Lanes and Safety Improvements

Manhattan CB 7 Transportation Committee
November 14, 2017



PRESENTATION OVERVIEW

Update to CB 7

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

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



+20%

**growth
tourists**



+10%

**growth in
subway trips**



+80%

**growth in daily
cycling trips**

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

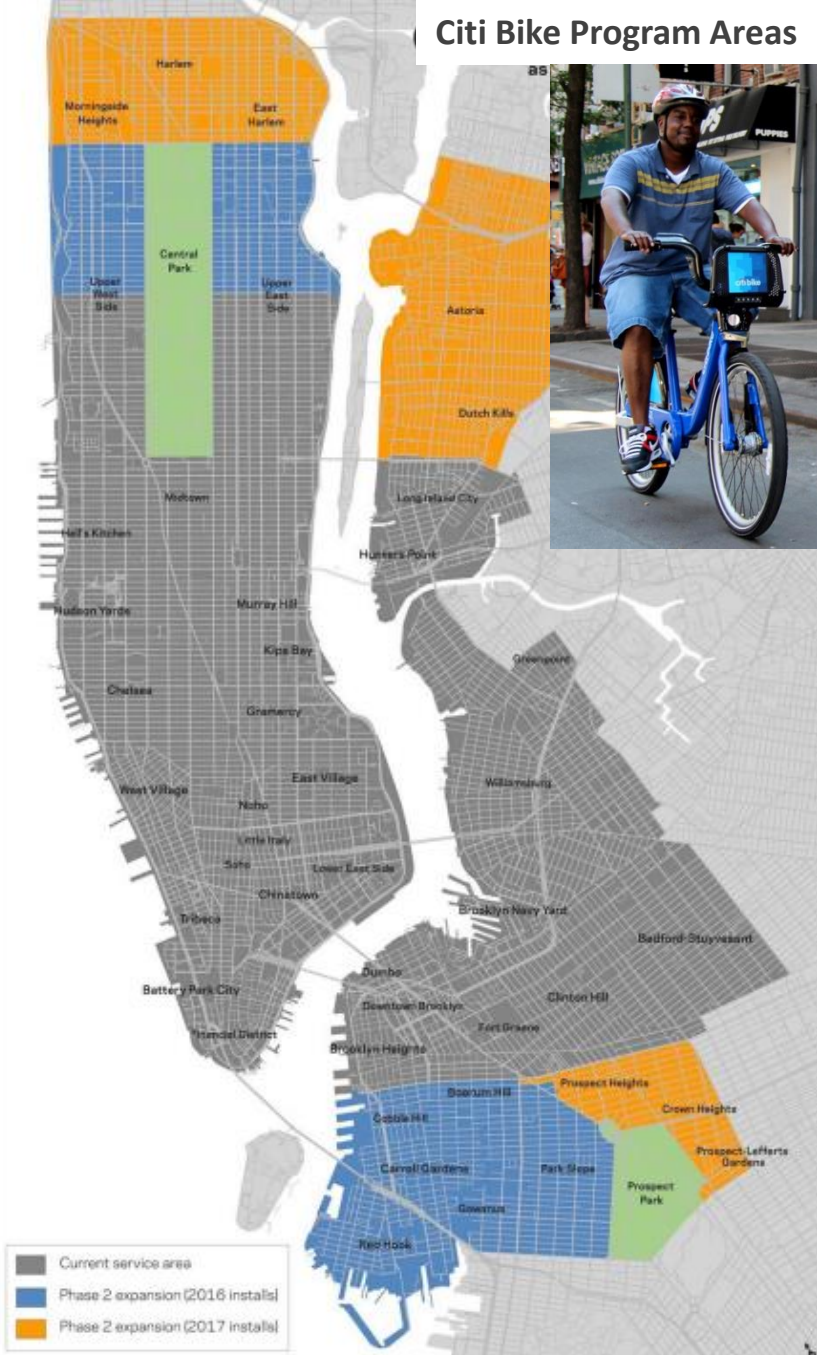
more than



Staten Island Ferry

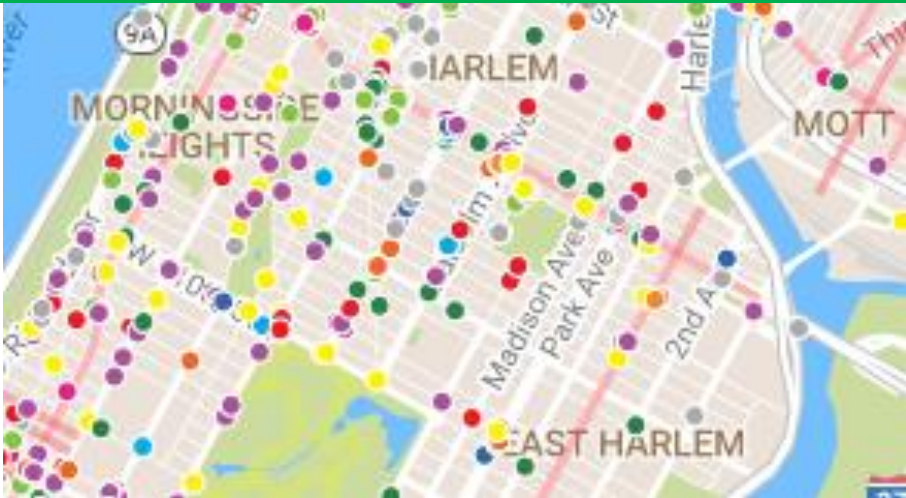


Boro (green) Taxi



HARLEM BIKE NETWORK – Public Outreach

Vision Zero



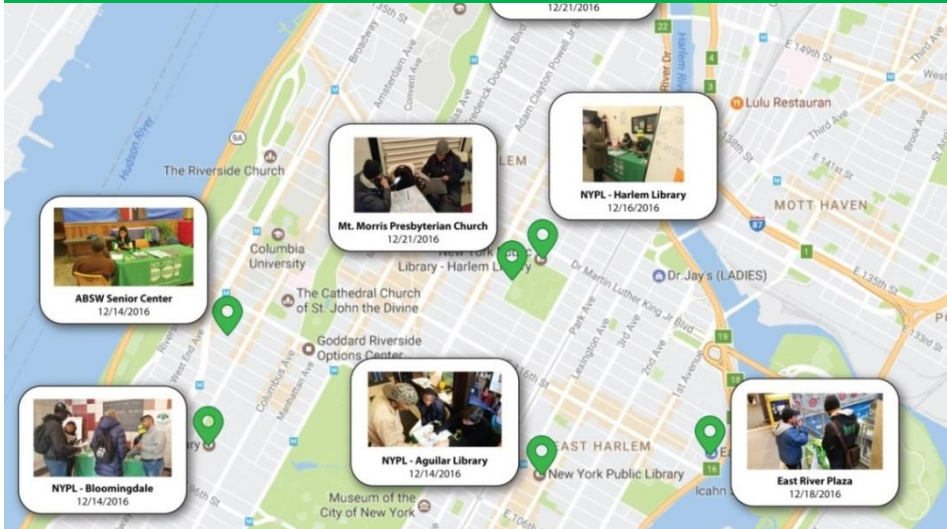
Harlem River Bridges Access Plan



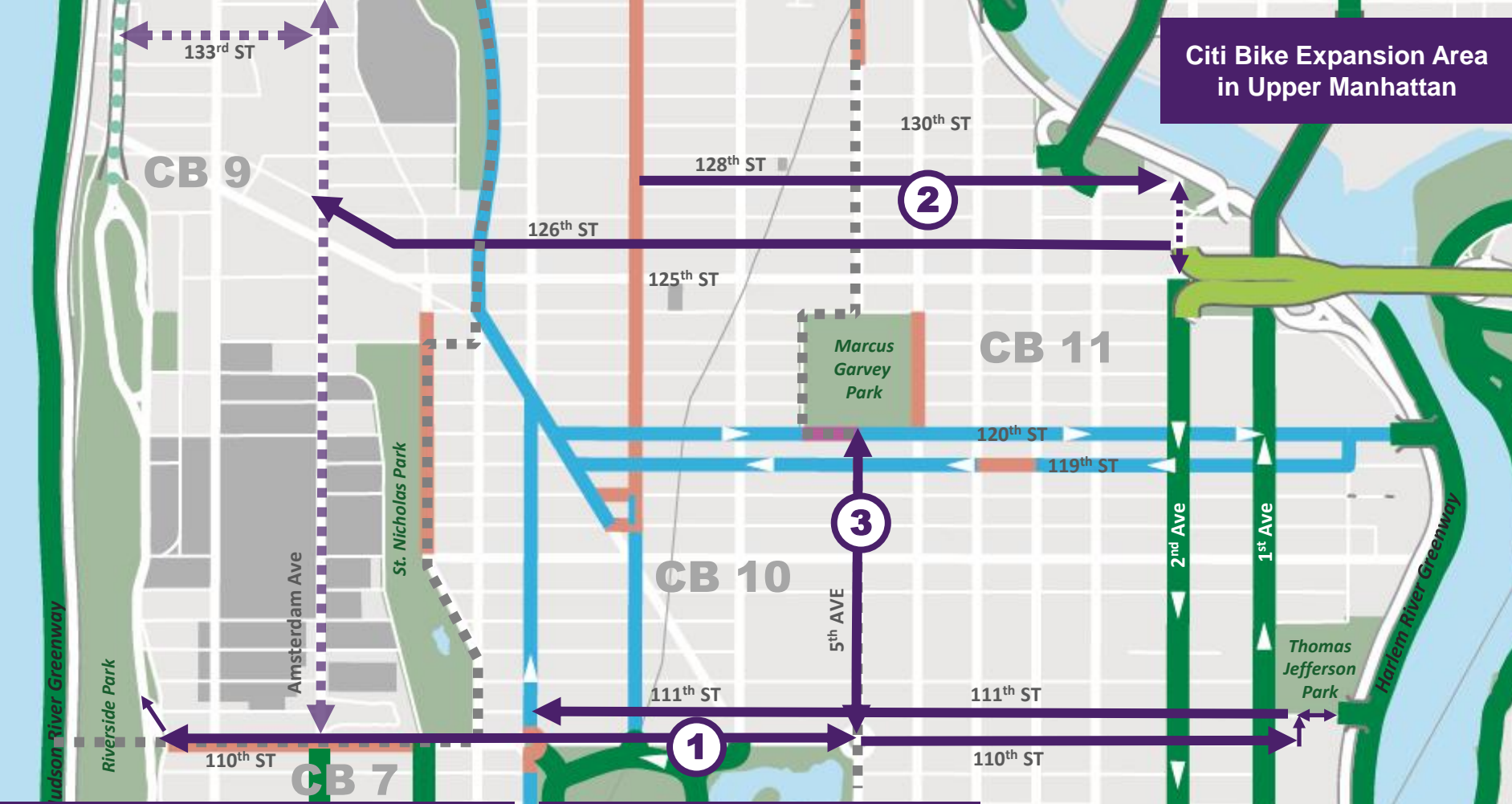
Citi Bike



Street Ambassadors



HARLEM BIKE NETWORK – Proposed Routes



Citi Bike Expansion Area in Upper Manhattan

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

1 cyclist was killed
39 cyclists were severely injured
in CB 7 (2010-2014)





Existing and Issues

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

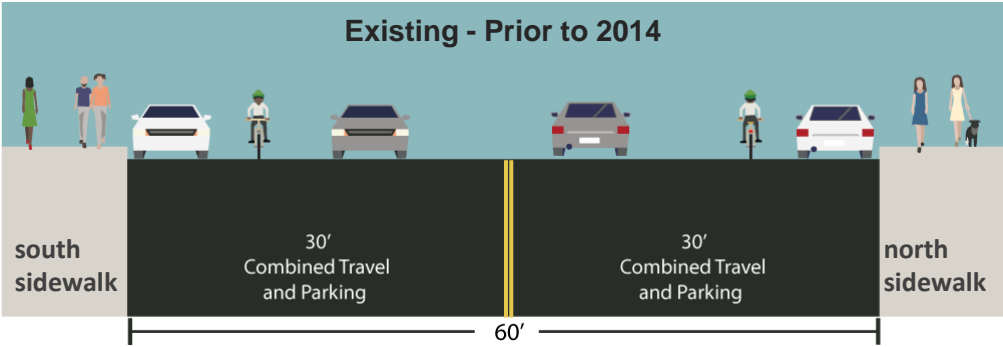


W 110th St at Morningside Ave looking west



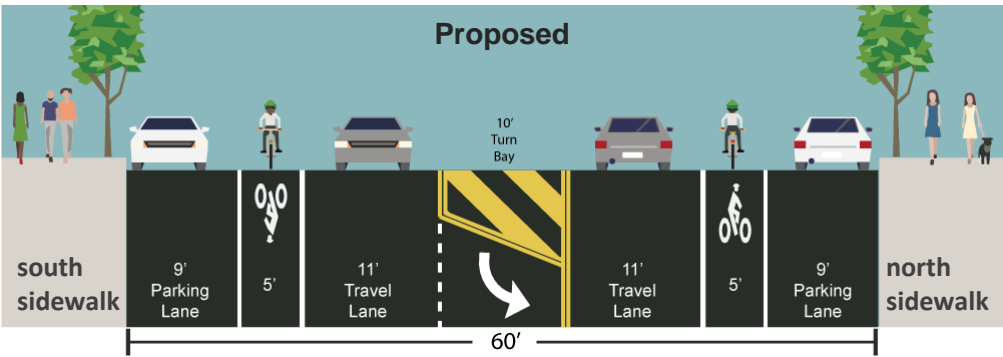
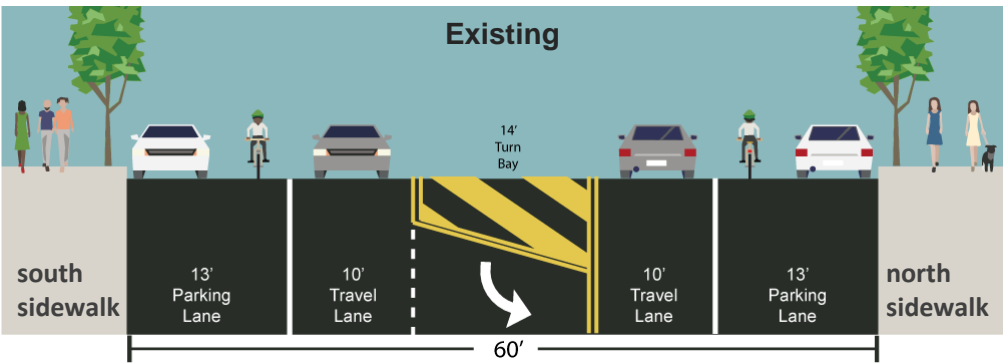
W 110th St at Manhattan Ave looking west

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



Traffic Calming Project Implemented in 2014:

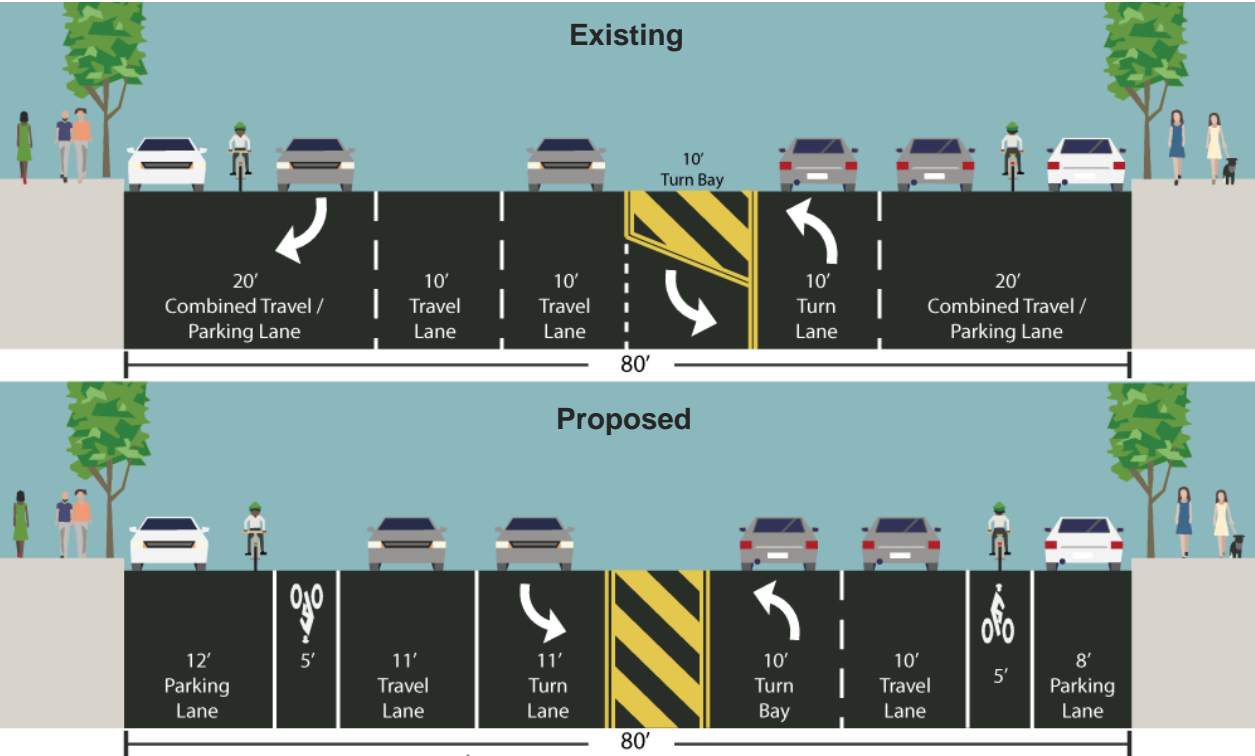
- Crashes with injuries **decreased 33%**
- Pedestrian injuries **decreased 59%**



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

- Visually narrows the roadway, **reduces crashes with injuries**
- Re-design of roadway creates **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 continuous east-west connection between Manhattan Waterfront and Central Park

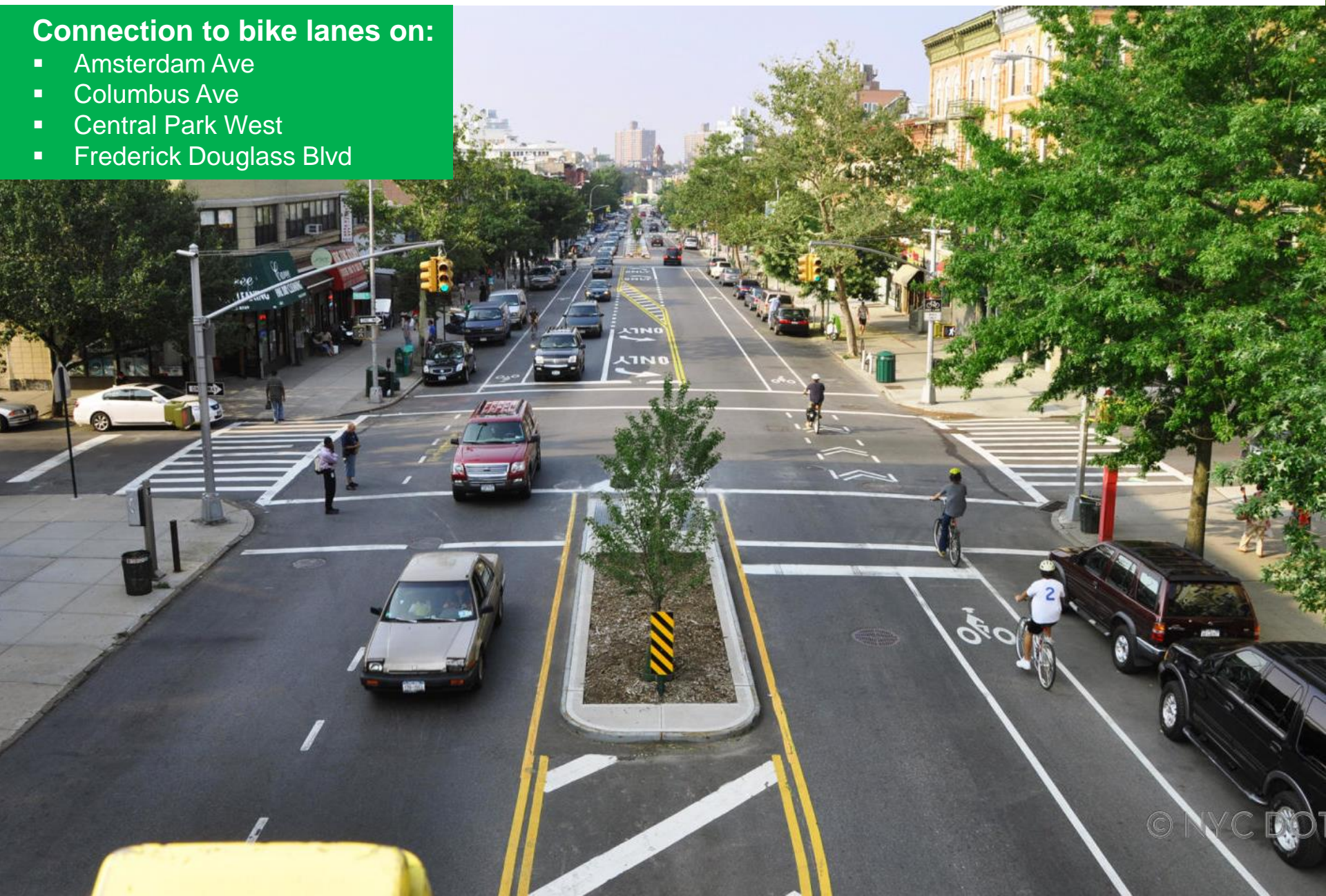
- Painted pedestrian space creates **safer, shorter pedestrian crossings**
- Improves alignment

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



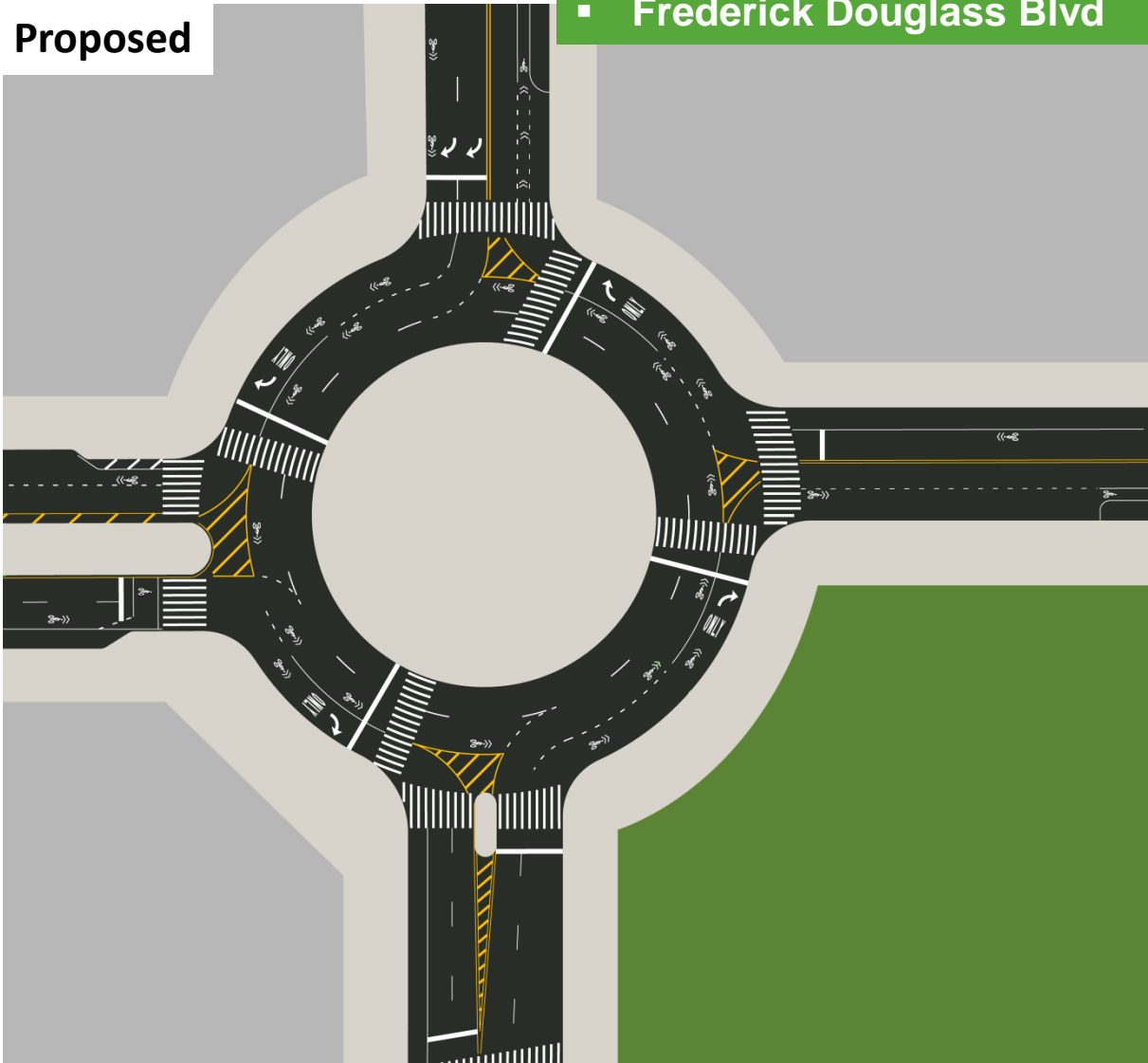
PROPOSED DESIGN – Frederick Douglass Circle

- Community request for safety improvements

Existing



Proposed



Bike connection to:

- Central Park
- Frederick Douglass Blvd

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

Summary

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BENEFITS OF DESIGN ELEMENTS

Vehicles

- Roadway markings organize the roadway
- Improve alignment, and visibility
- Establish standard width; discourage speeding

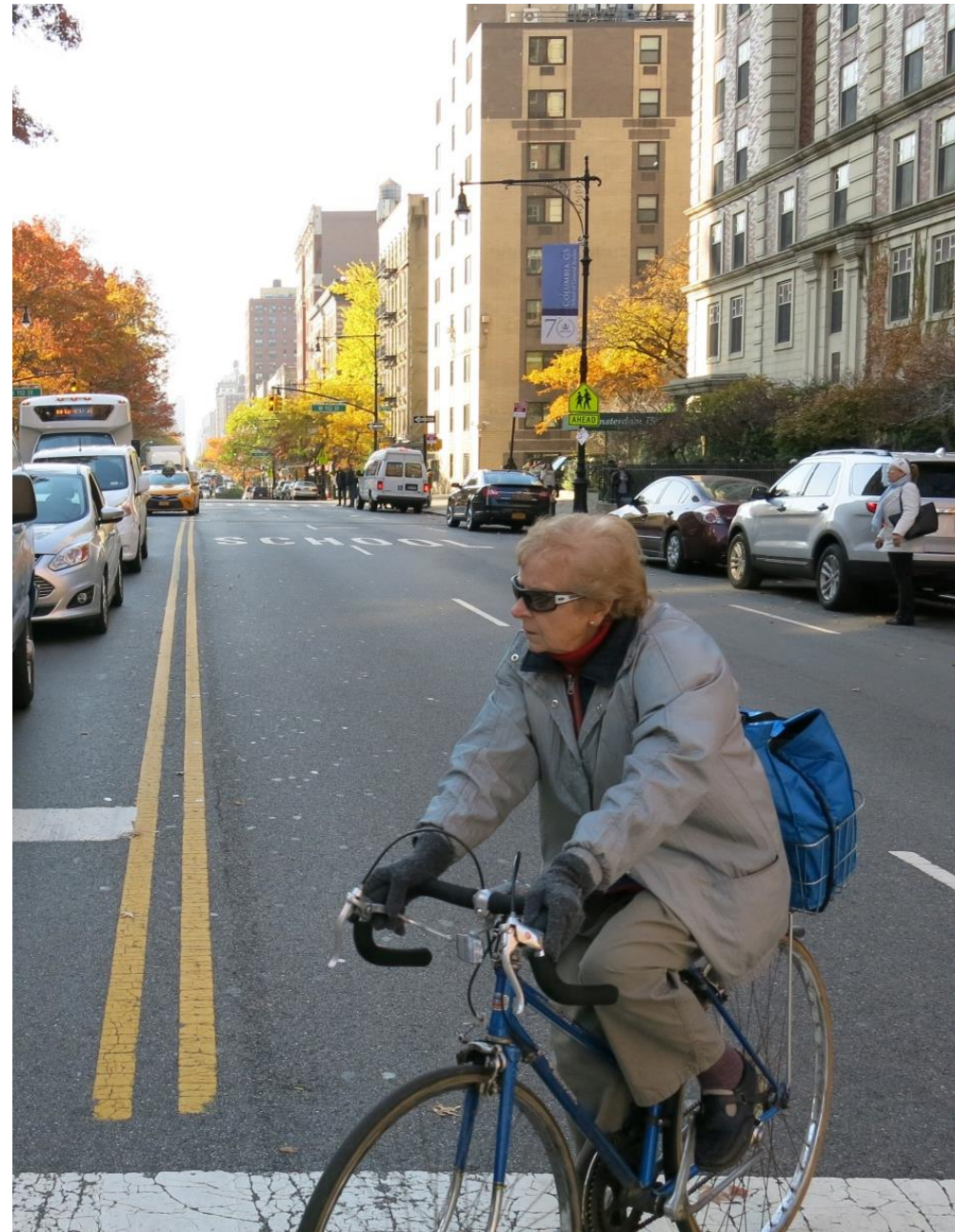
Cyclists

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

Refuge islands, painted pedestrian space, 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!



NYC DOT



NYC DOT



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