



HARLEM BIKE NETWORK

Traffic Calming and Protected Bike Lane

Presented to Community Board 11
Updated on February 5, 2018



PRESENTATION OVERVIEW

Recap:

- Summary of Outreach
- 5th Ave (110th St to 120th St)

Update

- FDNY
- Curb Access
- Resurfacing and Bike Facilities Implementation
- Safety
- Additional Outreach



Recap

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SUMMARY OF OUTREACH

Harlem Bike Network Outreach:

May 31, 2017

Elected Officials and CBs Briefing

June 6, 2017

CB 11 Transportation Committee Presentation

September 5, 2017

CB 11 Transportation Committee Presentation

November 6, 2017

CB 11 Transportation Committee Presentation

Walk Throughs with CB 10 and CB 11:

July 14, 2017

5th Ave (120th St to 110th St)

August 30, 2017

5th Ave (120th St to 110th St)

Street Ambassador Deployments:

Talked to nearly 250 people about bicycle facilities, proposed routes, answered general questions, and distributed giveaways and educational materials

August 24, 2017

116th St & Park Ave – El Barrio Youth Marqueta

August 26, 2017

124th St & 5th Ave

August 27, 2017

110th St & Malcolm X Blvd

Coordination with Partner Organizations :

Every Third Saturday (Ongoing since June)

East Harlem Neighborhood Health Action Center (NYC Department of Health & Mental Hygiene)

- Attended monthly meetings and group biking and walking tours, presented proposed projects

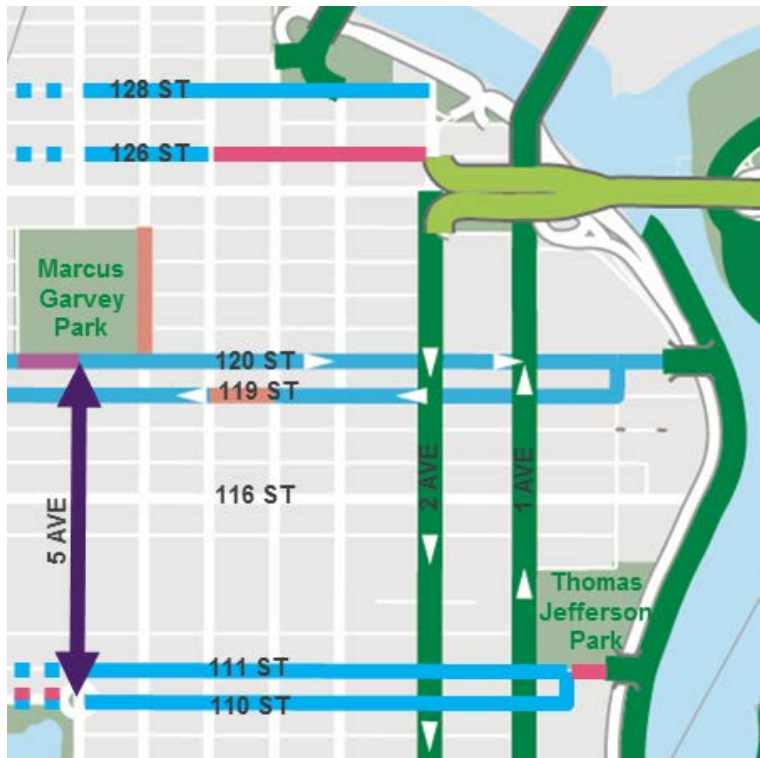
August 15, 2017

Cyclopedia (Youth Summer Biking and Educational Program)

- Group discussion about street design and DOT tool box



RESURFACING AND HARLEM BIKE NETWORK IMPLEMENTATION



Bike Lane Implementation

- After receiving support from CB 11, DOT implemented bike lanes on 110th, 111th, 126th, and 128th Streets

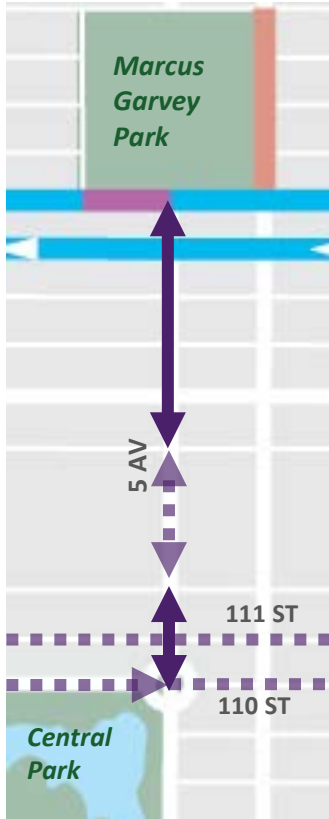
Community request for street resurfacing at June CB Meeting

- Resurfacing on some streets including sections of 110th St and 111th St started in July
- DOT will continue to assess paving conditions and resurface as feasible

EXISTING/ISSUES – 5th Ave (Central Park to Marcus Garvey Park)

5th Ave

110th St to 120th St



- Wide travel lanes, capacity **encourage speeding and other unsafe behavior**
- **Long pedestrian crossings**
- **Vulnerable users**; schools, senior care facilities and churches along corridor
- **Cyclist position in roadway unpredictable** for drivers and pedestrians
- Over 400 cyclists counted on between 112th – 115th St on 5th Ave (7am-7pm)

PROPOSED DESIGN ELEMENTS



High Visibility
Crosswalk

Painted Curb
Extension

Two-way
bike lane

- Shortens pedestrian crossing distances
- Guides motorists through turns
- Improves visibility
- Creates bike access between Central Park and Marcus Garvey Park that is comfortable for all ages and abilities

Update on 5th Ave Proposal

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RESPONSE TO QUESTIONS RAISED AT WALK THROUGHS

How will this affect emergency vehicle access? How will streets be swept and plowed?



DOT reviewed proposed design with FDNY Captain Simon Ressler, Office of City Planning and Assistant Chief Roger Sackowich, Manhattan Boro Command

Changes made to the proposal to meet FDNY requirements:

- No Standing Anytime zones in across the street, and on both sides from firehouse
- No green paint 50' from firehouse on either side

All DOT Proposals are Reviewed by FDNY

- Emergency vehicle access is maintained or improved

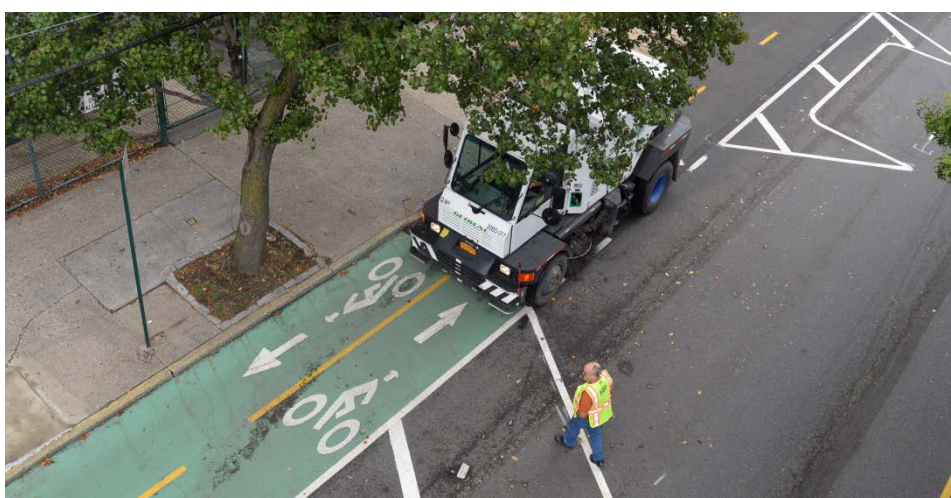


RESPONSE TO QUESTIONS RAISED AT WALK THROUGHS

How will streets be swept and plowed?

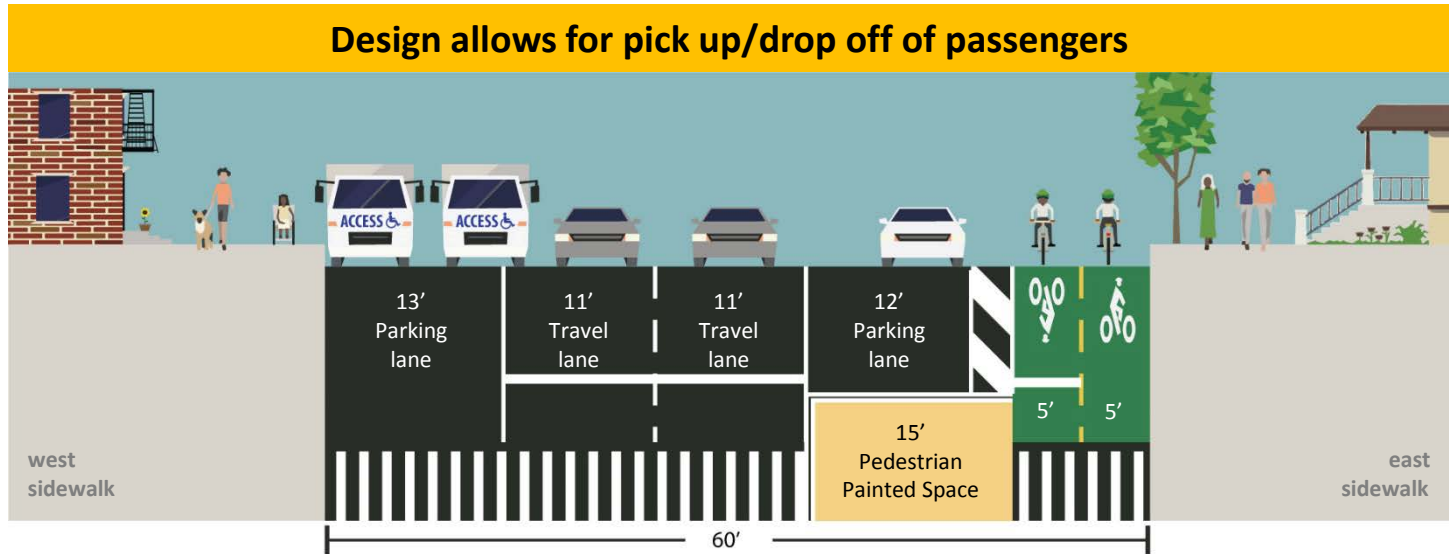
Department of Sanitation

- New designs are reviewed by the agency
- Protected bike lanes are designed to allow for garbage and snow removal



RESPONSE TO QUESTIONS RAISED AT WALK THROUGHS

Will vehicles loading/unloading block traffic?



Updated Parking Regulations/Loading Zones

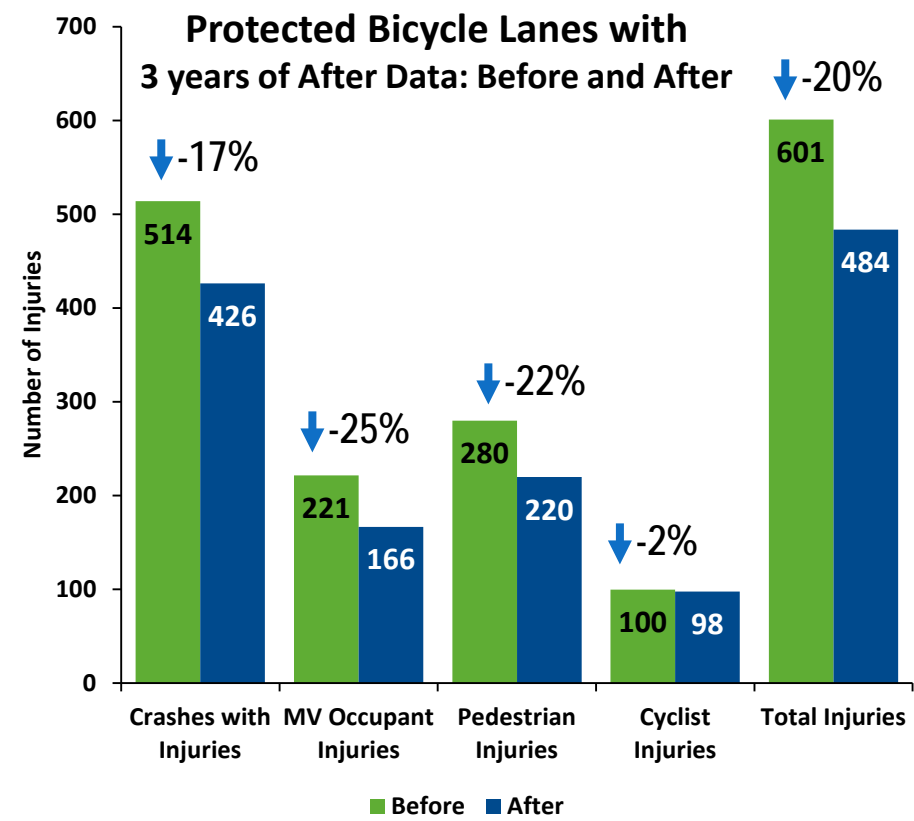
- DOT can investigate loading zones along the corridor to accommodate delivery vehicles

Wide Parking Lanes

- Space for moving vehicles to pass vehicles dropping off/picking up passengers and deliveries

RESPONSE TO QUESTIONS RAISED AT WALK THROUGHS

How do protected bike lanes impact street safety?



In general protected bike lanes improve safety for all users:

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



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

SUMMARY OF BENEFITS:

Safety

- Traffic Calming with Bike Lane

Opportunity for Protected Bike Lane

- Multiple requests for protected bike lane during community outreach
- Maximizes safety benefit for people walking and driving

Access to parks

- Connection between green spaces

Avoid taking up parking spaces,
Allow more bike parking spots on Backstop
Pedestrian side.



biking is all
about making
the community
more accessible!
Peggy - CB 10
member



It's scary to bike
in NYC without
bike lanes & for
those who aren't
used to biking in
the city w/ lots
of cars.



I drive for
a living, but
would love more
bike lanes

I would Love
to have bike
lanes!!!



mas rutas
Protejidos



Anything that
makes the city
healthier &
safer is a
GREAT thing



"I want to
bike"
- May 9, 4



I wanna see
more people
riding bikes
Safe
- Hailey - 9



More Bikes
Please!
Joel 22



I Like to
ride my
Bike
10

Questions?

THANK YOU!



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