NYC Cycling Background

- 200 miles of bike routes installed in last 3 years
- 79% increase in commuter cycling (2006-2009)
- 5 lane miles of on-street protected bicycle paths
New York City Cyclist Counts at Selected Commuter Locations
Weekday, 7AM to 7PM, 1980-2009

- 79% increase since 2006
- 26% increase since 2008

Cyclist Volume

- Staten Island Ferry
- Brooklyn Bridge
- Manhattan Bridge
- Williamsburg Bridge
- Queensboro Bridge
- Hudson River Greenway at 50th St.
- 9th, 10th, 11th, 12th Avenues at 50th St.
Project Background

- CB 7 requested DOT proposal for protected bicycle paths
- No existing on-street southbound bicycle facilities on Upper West Side
- 60-foot wide street with three travel lanes and curbside parking
- Opportunities for speeding and reckless driving

<table>
<thead>
<tr>
<th>Bicycles</th>
<th>12-hour period</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>579</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motor Vehicles</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,409</td>
<td>1,390</td>
</tr>
</tbody>
</table>

Source: ATI Data, Vehicles btw. West 78th and 77th Streets, January 2010; Bicycles @ 60th St, September 2008
### Columbus Avenue Crash History
West 77th-West 96th Sts (2004-2008)

<table>
<thead>
<tr>
<th>Type of Injury</th>
<th>Total Injuries</th>
<th>Average Injury/Year</th>
<th>Average Injury/Mile/Year</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>97</td>
<td>19.4</td>
<td>20.2</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>24</td>
<td>4.8</td>
<td>5.0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>130</td>
<td>26</td>
<td>27.1</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>251</td>
<td>50.2</td>
<td>52.2</td>
</tr>
</tbody>
</table>

*Source: NYSDMV 2004-2008*

1 Pedestrian Fatality at Columbus Ave and 86th Street (2006)
Existing Conditions - Columbus Ave
Proposed Configuration

EXISTING

West Sidewalk

13’ Parking/AM Peak Moving Lane

12’ Moving Lane

12’ Moving Lane

12’ Moving Lane

11’ Parking Lane

East Sidewalk

60’

PROPOSED

West Sidewalk

11’ Parking/AM Peak Moving Lane

10’ Moving Lane

10’ Moving Lane

10’ Moving Lane

8’ Floating Parking Lane

Retains Existing Travel Lanes

“Floating” Parking Lane

Parking-Protected Bicycle Path

Striped Buffer Allows for Safe Vehicle Access Space
Safe Intersections

At Wide, Two-way Cross Streets

1. Separate Bike Signal
2. Pedestrian Refuge Islands
3. Dedicated Left-turn Lane
Safe Intersections – Mixing Zones

At Narrow, One-way Cross Streets

1. Sight Line Visibility
2. Mixing Zone Markings
3. Drop Green Paint
Project Transitions

- Left-turn Lane at Two-Way Street
- Intersection Pavement Markings Channel Through Traffic
- Concrete Refuge Island Provides Physical Lane Barrier
- Bike Stopping Area for Right Turns
- Left-turn Lane at Two-Way Street
9th Avenue Bicycle Path:
- Injuries to all street users down 56%
- Injuries to pedestrians down 29%
- Injuries to cyclists down 57%
- Sidewalk riding down 84%

Grand Street Bicycle Path:
- Injuries to all street users down 31%
- Reportable crashes down 25%
- Injuries to pedestrians down 21%
- Sidewalk riding down 84%
- Enhances Safety for All Street Users
- Improves Bicycle Network Connectivity
- Provides Safety Treatments at Left-turn Intersections in Place of about 55 Metered Parking Spaces
- Decreases Pedestrian Intersection Crossing Distance
- Maintains Vehicle Traffic Capacity