Study Process

Data Collection

Existing Conditions Analysis

Analysis of Improvements

Final Report and Implementation Summer 2011

We are here!

Start
January 4, 2008

1st PAC Meeting
February 25, 2008

Public Meeting #1
April 10, 2008

Community Walk-through
May 8, 2008

2nd PAC Meeting
July 17, 2008

3rd PAC Meeting
June 4, 2009

4th PAC Meeting
June 29, 2010

Public Meeting # 3
October 7, 2010

Community Board Transportation Committee June 6, 2011
Study Area Map
Existing Conditions & Issues

- Traffic Operations
- Safety Concerns
- Parking
- Pedestrians & Bicycles
- Goods Movement
- Transit
Selection of Recommended Improvements

- Improvements include:
  - Improvement of traffic operations
  - Improvement of pedestrian safety
  - Improvement of vehicular safety
  - Preservation of on-street parking
  - Addition of curbside loading zones
  - Improvement of transit service and operations
  - Minimizing diverted traffic through neighborhood
Proposed Improvements

Typical Block East of Broadway

- Two-way traffic
- Exclusive left turn bays
- EB PM peak period bus lane

- Metered parking with loading “window(s)”
- Transportation System Management
181st St. from Haven Ave. to Cabrini Blvd.

- Delineate parking lanes (throughout corridor)
- Restripe as two 11’ approach lanes (Long-Term)
- Curb Extension
- Relocate concrete median (Long-term)
181ST St. from Haven Ave. to Cabrini Blvd.

Metered Parking 9AM – 7PM; AddLoading Window in 3 Spaces
181st Street from Pinehurst Avenue to Fort Washington Avenue

- Reallocate green time from N-S to E-W and add E-W Leading Pedestrian Interval
- Add Loading Window in 4 Spaces
- Add Loading Window in 3 Spaces
- Stripe a SB bicycle lane between 183rd & 181st Streets
181st Street from Fort Washington Avenue to Broadway

- Improve signal coordination between Bennett Ave. and Broadway
- Add a left-turn bay; Restripe existing EB lane as shared through/right; Relocate WB lane; Loss of 6 parking spaces
- Add Loading Window in 4 spaces
181st Street from Broadway to Wadsworth Avenue

Add Leading Pedestrian Interval

Loading Window in 3 Spaces

Left-turn bays

Bus and right-turn only
181st Street from Wadsworth Avenue to Saint Nicholas Avenue

- No turns from St. Nicholas Ave
- No left turns from 181st Street
- Pedestrian refuge islands (optional)*
- Bus lane 3-7 PM; Parking at other times except during loading window
- Widen sidewalks (Long-term)
- Loading Window in 3 Spaces

* Subject to stakeholder feedback
Saint Nicholas Avenue Traffic Calming

Southbound:
- Left Lane Ends;
- Merge Right

Southbound: One 11’ lane plus 13’ parking

Striped median
Saint Nicholas Avenue Traffic Calming

Northbound:
- Northbound: left lane and median shift left
- Striped median replaces dropped NB lane
- Northbound: One 11’ lane plus 8’ parking
- Northbound: Left lane left-turn only
181st Street from Audubon Avenue to Amsterdam Avenue

- Loading window in 3 spaces
- Relocate some FDNY parking to Audubon Ave.
- Remaining FDNY parking
- Left-turn bays
- Extend bus stop to mid-block
- Relocate bus stop to west end of block
- Bus Lane 7 AM - 7 PM;
- Prohibit NB left-turn; restripe lanes as through, through/right and exclusive right (long-term)

Scale: 1" = 50'
Fort Washington Avenue from W. 178th to W. 179th Street

- Realign southbound approach and departure lanes
- Restripe as through-only lane and exclusive left-turn lane
- Restripe as through-only lane and exclusive right-turn lane
Next Steps and Implementation

- Community Board guidance on times for loading windows
- Community Board position on Saint Nicholas Avenue traffic calming
- Community Board position on traffic improvement from eastbound left-turn bay at Broadway vs. loss of parking
- Short-Term Improvements scheduled for implementation in late summer 2011