Washington Heights Bicycle Network Phase 1
Amsterdam Ave, Ft George Ave, Ft George Hill, W 177th St and W 180th St
Background

- CB 12 requested a network of bike routes in 2012
- DOT updated community on Phase 1 proposed routes in 2013
- Traffic calming measures installed on Ft George Hill and Ft George Ave in 2012
- Opportunities for speeding and reckless driving
- 174 bicyclists counted on Amsterdam Ave on a weekday; 204 on a weekend

Counts conducted at W 163 St on 6/6/13 and 6/15/13
The Amsterdam Ave and Ft George Ave route is a High Crash Corridor is in the top third of Manhattan corridors.
Amsterdam Avenue
Mid-Week Peak Hour Traffic Volumes

- Counts at W 162 St and W 167 St conducted 8/29/12 – 9/10/12
- Counts at W 171 St conducted 9/24/12 – 10/1/12
- Counts at W 179 St and W 188 St conducted 1/31/13 – 2/8/13
- Counts at W 175 St and W 183 St conducted 6/10/13 – 6/17/13

<table>
<thead>
<tr>
<th>Street</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>W 162 St NB</td>
<td>301</td>
<td>529</td>
</tr>
<tr>
<td>W 162 St SB</td>
<td>478</td>
<td>401</td>
</tr>
<tr>
<td>W 167 St NB</td>
<td>384</td>
<td>622</td>
</tr>
<tr>
<td>W 167 St SB</td>
<td>466</td>
<td>392</td>
</tr>
<tr>
<td>W 171 St NB</td>
<td>580</td>
<td>572</td>
</tr>
<tr>
<td>W 171 St SB</td>
<td>765</td>
<td>518</td>
</tr>
<tr>
<td>W 175 St NB</td>
<td>474</td>
<td>781</td>
</tr>
<tr>
<td>W 175 St SB</td>
<td>637</td>
<td>455</td>
</tr>
<tr>
<td>W 179 St NB</td>
<td>761</td>
<td>745</td>
</tr>
<tr>
<td>W 179 St SB</td>
<td>667</td>
<td>610</td>
</tr>
<tr>
<td>W 183 St NB</td>
<td>473</td>
<td>471</td>
</tr>
<tr>
<td>W 183 St SB</td>
<td>538</td>
<td>729</td>
</tr>
<tr>
<td>W 188 St NB</td>
<td>250</td>
<td>271</td>
</tr>
<tr>
<td>W 188 St SB</td>
<td>208</td>
<td>193</td>
</tr>
</tbody>
</table>

Segments with Prohibitively High Traffic Volumes for the Installation of Bicycle Lanes
Amsterdam Avenue
Existing Conditions-W 162nd Street to W 173rd Street; W 186th Street to W 190th Street

- Excess street capacity leads to speeding and weaving
- Lower traffic volumes
Amsterdam Avenue - Proposed Configuration

Typical Street Section - W 162nd Street to W 173rd Street; W 186th Street to W 190th Street

**EXISTING**

West Sidewalk

- 19’ Shared Moving and Parking Lanes
- 11’ Moving Lane
- 11’ Moving Lane
- 19’ Shared Moving and Parking Lanes
- 60’

**PROPOSED**

West Sidewalk

- 9’ Parking Lane
- 5’ Moving Lane
- 11’ Moving Lane
- 10’ Turning Lane/Flush Median
- 11’ Moving Lane
- 5’ Parking Lane

East Sidewalk
Amsterdam Avenue

Typical Design- W 162\textsuperscript{nd} Street to W 173\textsuperscript{rd} Street; W 186\textsuperscript{th} Street to W 190\textsuperscript{th} Street

Proposed Configuration:

- Conversion from 4 to 3 lanes calms traffic while maintaining capacity
- Left turn lanes reduce conflict
- New bike corral at W 165\textsuperscript{th} St pending approval
Amsterdam Avenue
Existing Conditions - W 173rd Street to W 186th Street

- Street segments with high traffic volumes will retain 4 moving lanes
Amsterdam Avenue- Proposed Configuration
Typical Street Section- W 173rd Street to W 186th Street

EXISTING

- West Sidewalk
  - 19’ Shared Moving and Parking Lanes
  - 11’ Moving Lane
  - 11’ Moving Lane
  - 19’ Shared Moving and Parking Lanes

60’

PROPOSED

- West Sidewalk
  - 8’ Parking Lane
  - 11’ Moving Lane
  - 11’ Moving Lane
  - 11’ Moving Lane
  - 11’ Parking Lane

10’
Amsterdam Avenue
Typical Design- W 173rd Street to W 186th Street

Proposed Configuration: Jerome Ave, Bronx

- Shared lane symbols provide wayfinding and indicate safe location on street for cyclists
Amsterdam Avenue
Existing Conditions- W 190th Street to Ft George Avenue

- 60 feet wide
- Angled parking
Amsterdam Avenue
Typical Street Section - W 190th Street to Ft George Avenue

EXISTING

18’ Angled Parking
16’ Moving Lane
12’ Moving Lane
18’ Angled Parking

64’

PROPOSED

18’ Angled Parking
14’ Shared Lane
14’ Shared Lane
18’ Angled Parking
Proposed Configuration: Ocean Ave, Brooklyn

Amsterdam Avenue
Typical Design- W 190th Street to Ft George Avenue

• Street segments with angled parking are too narrow for bicycles
• Shared lane symbols provide wayfinding and indicate safe location on street
Ft George Avenue
Existing Conditions

- Wide lanes promote speeding and reckless driving
Ft George Avenue - Proposed Configuration

Typical Street Section

**EXISTING**

```
+----------------------------------------+
| 30'                                    |
| Shared Moving and Parking Lanes         |
| 60'                                    |
| Shared Moving and Parking Lanes         |
+----------------------------------------+
```

**PROPOSED**

```
+----------------------------------------+
| 10' Parking Lane                       |
| 5' Buffer                              |
| 3' Moving Lane                         |
| 12' Moving Lane                        |
| 12' Moving Lane                        |
| 3' Buffer                              |
| 5'                                    |
| 10' Parking Lane                       |
+----------------------------------------+
```
Ft George Avenue
Typical Design

Proposed Configuration: W 106th St, Manhattan

- Buffered bicycle lane organizes traffic and provides dedicated space for cyclists
• Angled parking
• Two southbound moving lanes
• Wide parking lane
Ft George Hill - Proposed Configuration

Typical Street Section

**EXISTING**

- West Sidewalk
- 14' Parking Lane
- 10' Moving Lane
- 36' Shared Moving Lane and Angled Parking

**PROPOSED**

- West Sidewalk
- 13' Parking Lane
- 36' Shared Moving Lane and Angled Parking
- East Sidewalk
Ft George Hill
Typical Design

- Bike path located between angled parking and curb
- Right turn banned for trucks at Ft George Ave and St Nicholas Ave
Ft George Hill
Traffic Calming

- Ft George Hill has 550 vehicles in peak hour
- Moderate traffic volumes on wide streets may lead to speeding and reckless driving
- Narrowing the street to one moving lane calms traffic and improves safety
- Two lanes can be maintained at Fairview Ave to maintain existing intersection capacity
- 6 parking spaces removed near Fairview Ave
- 6 parking spaces removed near Dyckman St
W 177th Street
Existing Conditions

- Amsterdam Ave to Ft Washington Ave
- Westbound, one moving lane
- 30 foot wide residential street
W 177th Street - Proposed Configuration

Typical Street Section

EXISTING

South Sidewalk

Shared Moving and Parking Lanes

30'

North Sidewalk

PROPOSED

South Sidewalk

18' Shared Moving and Parking Lanes

5'

0'

7'

Parking Lane

North Sidewalk
Proposed Configuration: W 21st St, Manhattan

- Bicycle lane organizes traffic and provides dedicated space for cyclists
- No parking or moving lane removal
**W 180th Street**

Existing Conditions

- Cabrini Blvd to Amsterdam Ave
- Eastbound, one moving lane
- 30 foot wide residential street
W 180\textsuperscript{th} Street- Proposed Configuration

**Typical Street Section**

**EXISTING**

- South Sidewalk
- Shared Moving and Parking Lanes
- North Sidewalk
- 30’

**PROPOSED**

- South Sidewalk
- 18’
- Shared Moving and Parking Lanes
- 5’
- 7’
- North Sidewalk
- Parking Lane
W 180th Street
Typical Design

- Bicycle lane organizes traffic and provides dedicated space for cyclists
- No parking or moving lane removal

Proposed Configuration: E 9th St, Manhattan
Project Summary

- Enhances safety for all street users
- Expands the bicycle network by creating new bicycle connections
- Provides safety treatments at left-turn intersections
- Reduces opportunities for speeding and reckless driving
- DOT working with businesses to identify necessary changes to commercial loading zones
Next Steps

• Implementation- Summer 2014
• Phase 2 Route Planning- Fall 2014