Columbus Avenue Bicycle Path
1-Year Post-Implementation Report

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Presentation to Community Board 7  December 11, 2012
October 2009: CB 7 requests DOT proposal for protected bicycle paths on Columbus and Amsterdam Aves

May 2010: DOT presents proposed design on Columbus Avenue between West 96th – West 77th Streets to CB 7 Transportation Committee

Spring 2010: DOT collects fresh “before” data for proposed corridor

June 2010: CB 7 Full Board supports proposed design on Columbus Ave

August 2010: Implementation begins

March 2011: Split-phase signals at two-way crosstown streets installed, project is completed

Spring/summer 2011: DOT collects ongoing “after” data for project corridor

October 2011: DOT reports 6-month preliminary assessment to CB 7

December 2012: DOT reports 1-year assessment to CB 7
Improvements Implemented:

- Protected Bike Path
- Pedestrian Safety Islands
- Shorter Crossing Distance
- Mixing Zones
- Left-turn Lanes & Left-turn Signals
- Truck Loading & Unloading Zones
Traffic Data – Cycling Volume & Characteristics

Columbus Ave (btw. 91st-90th Streets)
Before/After Weekday Ridership (7a-7p)

- 48% increase in weekday volumes
- Illegal sidewalk cycling decreased at all monitored locations
- Wrong way cycling volume remained constant

Note: After period includes averages of data from April – October in both 2011 and 2012.
Traffic Data – Bicycle Facility Usage

Columbus Avenue
April - October Weekday Average Facility Ridership (7a-7p) at Two Locations

- Bike Path usage over 65%
- Cyclists use of street varies by location
- Sidewalk riding remains constant by location
Traffic Data – Vehicle Volumes

Vehicle traffic volumes processed along avenue remain similar.

Traffic Data – Roadway Mobility

- **14% and 18% increase** in AM and PM weekday cycling volumes
- **9% and 2% decrease** in overall traffic on corridor

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle Counts</strong></td>
<td>111</td>
<td>127</td>
<td>200</td>
<td>236</td>
</tr>
<tr>
<td><strong>Motor Vehicle Counts</strong></td>
<td>3,250</td>
<td>2,948</td>
<td>2,847</td>
<td>2,739</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,361</td>
<td>3,075</td>
<td>3,047</td>
<td>2,975</td>
</tr>
</tbody>
</table>

### Columbus Avenue – Before/After Radar Speed Studies

Between W. 87th and W. 86th Streets

<table>
<thead>
<tr>
<th></th>
<th>BEFORE</th>
<th>AFTER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>May 2010</td>
<td>March 2012</td>
</tr>
<tr>
<td>87th - 86th Sts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Speed (mph)</td>
<td>26.8</td>
<td>22.3</td>
</tr>
<tr>
<td>Percent of Vehicles Over 30 mph Speed Limit</td>
<td>14%</td>
<td>6%</td>
</tr>
</tbody>
</table>

Percentage of vehicles exceeding the speed limit decreased to 6% from 14%

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*Note: Radar speed studies taken May 26, 2010, May 5, 2011 and March 29, 2012 between W. 87th and W. 86th Streets*
Lower total number of commercial vehicles parked in travel lanes

Lower proportion of commercial vehicles parked in travel lanes

Travel Times – Before and After

Weekday travel times are derived from average of runs conducted once every 30 minutes along the corridor.

Increased roadway capacity contributes to shorter travel times.

Source: DOT Traffic Counts (Before: 7/25/2010; After: 7/20/11); AM peak period: 7a-10a
Columbus Avenue – Before/After Preliminary Crash Analysis
from W. 96th Street to W. 77th Street

- Crashes w/injuries decreased 19%
## Safety Data – Crash Analysis

### Columbus Avenue – Before/After Preliminary Crash Analysis

**from W. 96th Street to W. 77th Street**

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
<th>Change</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>'07/ '08</td>
<td>'08/ '09</td>
<td>'09/ '10</td>
</tr>
<tr>
<td>Total Crashes</td>
<td>253</td>
<td>226</td>
<td>255</td>
</tr>
<tr>
<td>Crashes w/ Injuries</td>
<td>54</td>
<td>31</td>
<td>33</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>28</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>27</td>
<td>20</td>
<td>19</td>
</tr>
<tr>
<td>Cyclist</td>
<td>8</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>63</td>
<td>32</td>
<td>36</td>
</tr>
</tbody>
</table>

Each before year period is the 12-month period beginning August 1 and ending July 31. The 1-yr after period is April 1, 2011 to March 31, 2012. The implementation period of August 1, 2010 to March 31, 2011 is excluded.

Source: NYPD AIS/TAMS Crash Database

*Total crashes w/ injuries are down 19%*
Economic Vitality

Columbus Avenue BID at 100% Occupancy
(March 2012)

Source: CommercialObserver.com
Note: Columbus BID boundaries – West 82nd St to West 67th St
Economic Vitality

Trees planted in all applicable concrete pedestrian island locations

Local groups have adopted each pit adding additional greenery
Community Response to Design

Councilmember Brewer Community Survey
73% respondents support current bike path design
(October 2011)

In general, what do you think of the current design?

- 40.5%: The current design works for all road users (motorists, cyclists and pedestrians).
- 32.8%: The current design is a good start but needs some changes to make it work better.
- 26.7%: The current design does not work and should be substantially changed.

Source: Councilmember Gale M. Brewer offices, October 2011
Questions?
Thank You