



HARLEM BIKE NETWORK

Bike Lanes and Safety Improvements

Presented to Community Board 10 on June 13, 2017
Updated on September 12, 2017



PRESENTATION OVERVIEW

Review of Background and Proposals

- 110th St, 111th St
- 126th St, 128th St
- 5th Ave

Update: Additional Outreach and Follow Up

- Resurfacing
- Walk Through
- Partnerships
- Street Ambassador Deployments



Background

1

NYC MOBILITY

Recent Travel Trends (2010-2015)



+370,000

New York City
residents



+520,000

new jobs

As the city grows, there is higher demand on the transportation system and people are increasingly turning to mass transit, FHV carpooling, and cycling.



+20%

growth
tourists



+10%

growth in
subway trips



+80%

growth in daily
cycling trips

BIKE NETWORK – Citi Bike

Recent Trends

Total Number of Citi Bike Trips in NYC:

2016 - 14 million trips

2015 - 10 million trips



Citi Bike regularly serves over
70,000 trips per day

more than



Staten
Island Ferry



Boro
(green)
Taxi

Citi Bike Program Areas



PROJECT AREA



Counts

1

110th St
(Manhattan Ave to Central Park W)
1,401 weekend
637 weekday

2

110th St
(5th Ave to Lenox Ave)
1,110 weekend
725 weekday

3

5th Ave
(112th to 115th St)
422 weekend
408 weekday

4

125th St
(Amsterdam Ave to Morningside Ave)
436 weekend
450 weekday

5

1st Ave
(124th St & RFK Bridge)
593 weekend
704 weekday

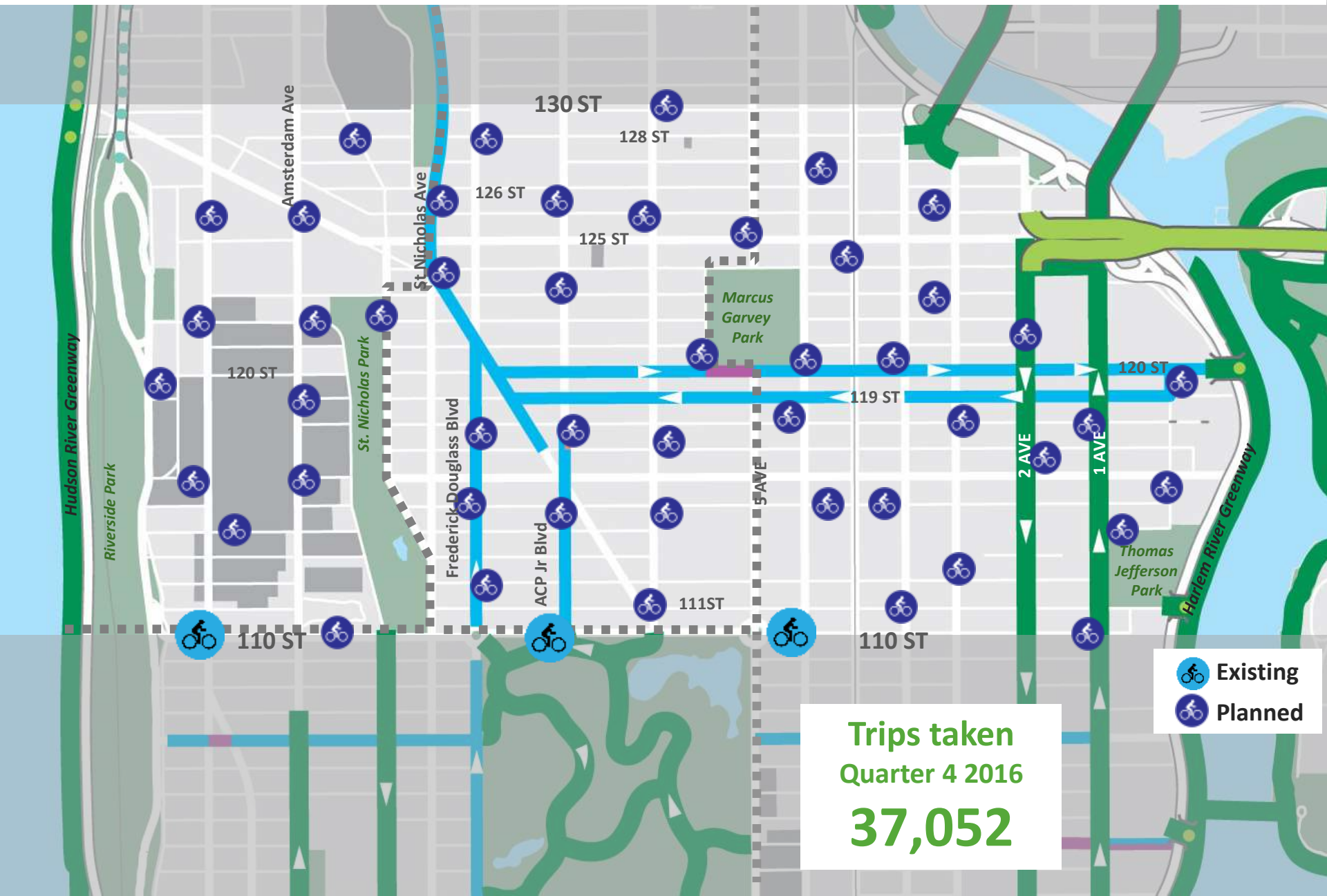
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ACP Blvd
(136th St & 137th St)
340 weekend
217 weekday

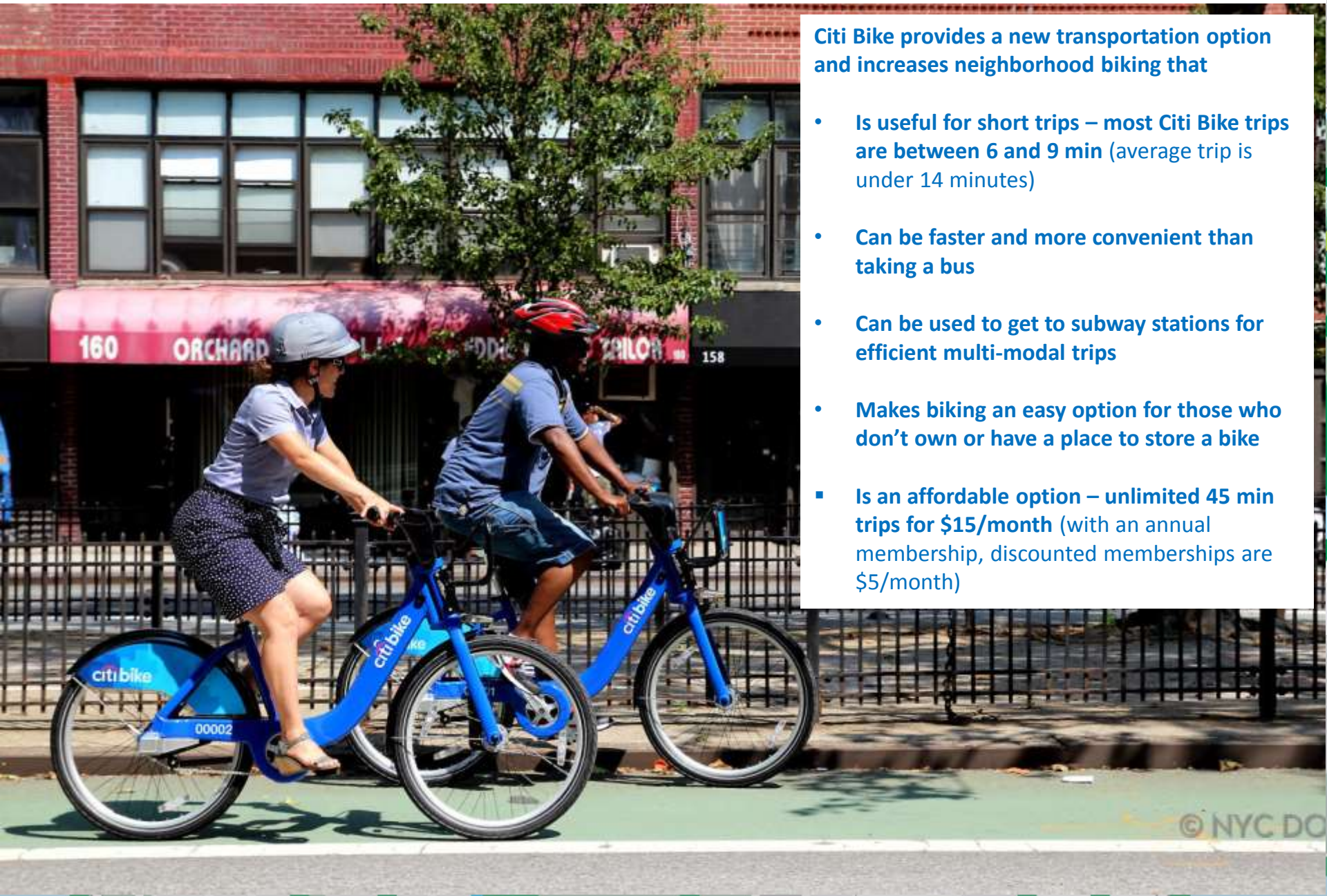


Minimal bicycle infrastructure in
CB 9, 10, and 11
Heavily used routes

PROJECT AREA – Citi Bike Expansion Area (110th St to 130th St)



PROJECT AREA – Citi Bike Expansion Area (110th St to 130th St)



Citi Bike provides a new transportation option and increases neighborhood biking that

- Is useful for short trips – most Citi Bike trips are between 6 and 9 min (average trip is under 14 minutes)
- Can be faster and more convenient than taking a bus
- Can be used to get to subway stations for efficient multi-modal trips
- Makes biking an easy option for those who don't own or have a place to store a bike
- Is an affordable option – unlimited 45 min trips for \$15/month (with an annual membership, discounted memberships are \$5/month)

Community Outreach

2

SAFETY – Vision Zero

Goal:

- Reduce preventable deaths and injuries through improved **engineering**, **education**, and **enforcement**

Outreach Process:

- Public workshops
- Interactive Web Portal
- Borough Action Plans
- Roll-out of safety initiatives

Outcome:

- Release of Borough Action Plans
- Continue roll out of **safety initiatives**
- **Three years of declining fatalities (2014-17)**

Redesigns of high-crash corridors that include bicycle facilities can improve safety for all road users



CITI BIKE

Goal:

- DOT and Motivate work with community to find **best locations** for stations in neighborhood, and expansion roll out

Outreach Process:

- 2015 – Present
- Community workshops
- Public web portal
- Meeting with community representatives, institutions, and BIDs

Outcome:

- 2016 - **draft plan** with location of Citi Bike stations **identified through community engagement**
- 2017 expansion of Citi Bike in CB 9, 10 and 11 (110th St to 130th St)



HARLEM RIVER BRIDGES ACCESS PLAN

Goal:

- Increase and improve **pedestrian** and **bicycle safety** and **mobility** between Manhattan and the Bronx across 13 Harlem River Bridges

Outreach Process:

- 12 workshops
- 200 surveys

Outcome:

- In Fall 2017 DOT will release report highlighting **37 priority projects**
- Roll out of projects



STREET AMBASSADOR DEPLOYMENT

Goal:

- Further evaluate pedestrian and bike potential connections based on community's feedback.

Outreach Process:

- Follow up to HRBAP, collection of **additional community feedback**, Street Ambassadors deployed to **12 deployments, 8 locations**

Outcome:


- 49%** of surveyed **ride bike in NYC**
- 78%** of surveyed **have friends or family who bike in NYC**
- Almost three times as many people reported to riding a bike or walking to parks and green spaces in the neighborhood compared to driving, or taken public transit**



STREET AMBASSADORS DEPLOYMENT

Where Do You Ride?



Lines drawn in orange () are where people are biking in Uptown Harlem




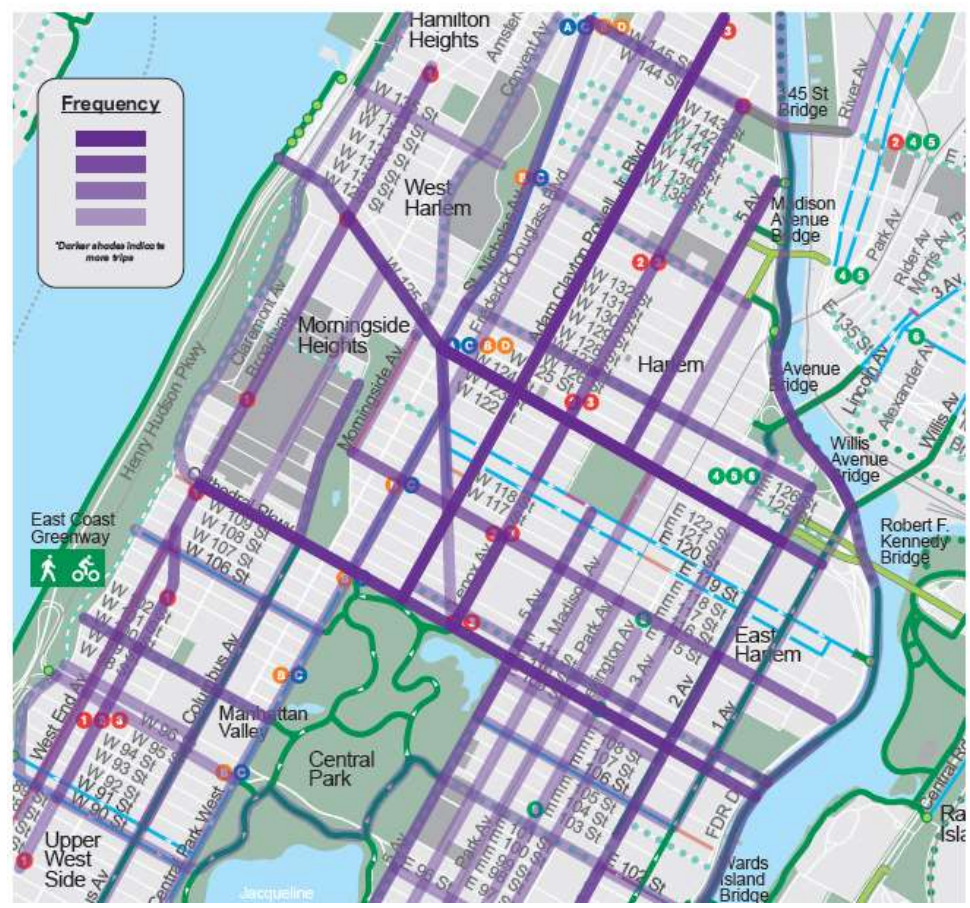
Survey Comments

"I want to start biking next summer and good infrastructure encourages me to do that more."

Where Would You Like to Ride?



Lines drawn in purple () are where people would like to bike in Uptown Harlem



"[We need] more bike lanes, better enforcement, and better signage."

"Times have changed and we need to share the road."

DEPARTMENT OF HEALTH - East Harlem Action Centers, Partnership for Healthier Manhattan

Goal:

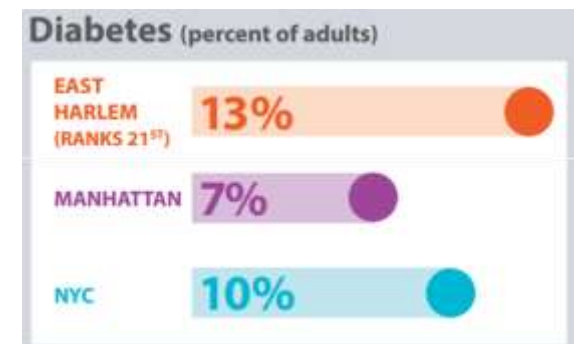
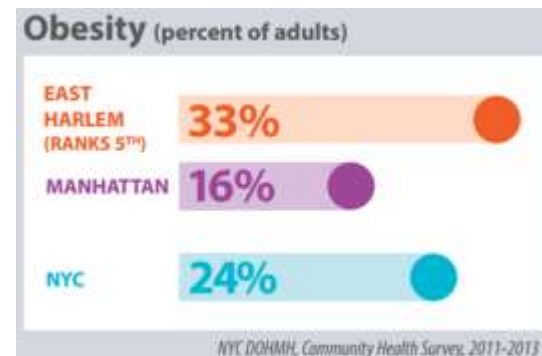
- Work with community and DOT to increase bike education, improve bike infrastructure, enhance safety to address health inequities

Outreach Process (on-going):

- Convened East Harlem Biking Coalition (Nov 2016)
- Conducted 1:1 conversations about biking with community partners (Jan-Feb 2017))
- Convened organizations to report on trends (March 2017)
- Co-hosted El Barrio Bike Bash with community partners (March 2017, 186 participants)

Outcome:

- Biking is a great way to get around, improve health and socialize
- Younger generation is excited about biking
- Biking is engrained in Latino culture and has a rich history in East Harlem
- Lack of bike infrastructure
- Safety concerns



Proposals

3

PROJECT GOALS / ROUTE SELECTION

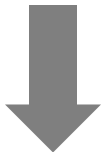
PUBLIC INPUT

- Vision Zero
- Citi Bike
- Harlem River Bridge Access Plan
- Street Ambassadors
- Department of Health

SAFETY

- Redesign roadway to reduce on-street injuries and fatalities for all road users
- Address community’s safety concerns
- Use wayfinding to direct cyclists to safest routes

**10 cyclists killed , 92 cyclists were severely injured
in CB 9, 10, 11, between 2010 and 2014**



MOBILITY

- Prioritize routes that provide safe and direct connection to existing network
- Create all-ages-friendly routes with connection to green and recreational spaces
- Accommodate Citi Bike expansion



Identify and develop projects that:

- Incorporate public input
- Increase safety for all road users
- Create direct, connected bike network that improves mobility and enhances access to key destinations

PROJECT AREA



Citi Bike Expansion Area in Upper Manhattan

110th/111th St

- Limited east-west through streets (first opportunity after 72nd St)
- Identified as a priority route during HRBAP workshops and S.A. deployment
- Re-design of W 110th St, and FD Circle (community safety concerns)

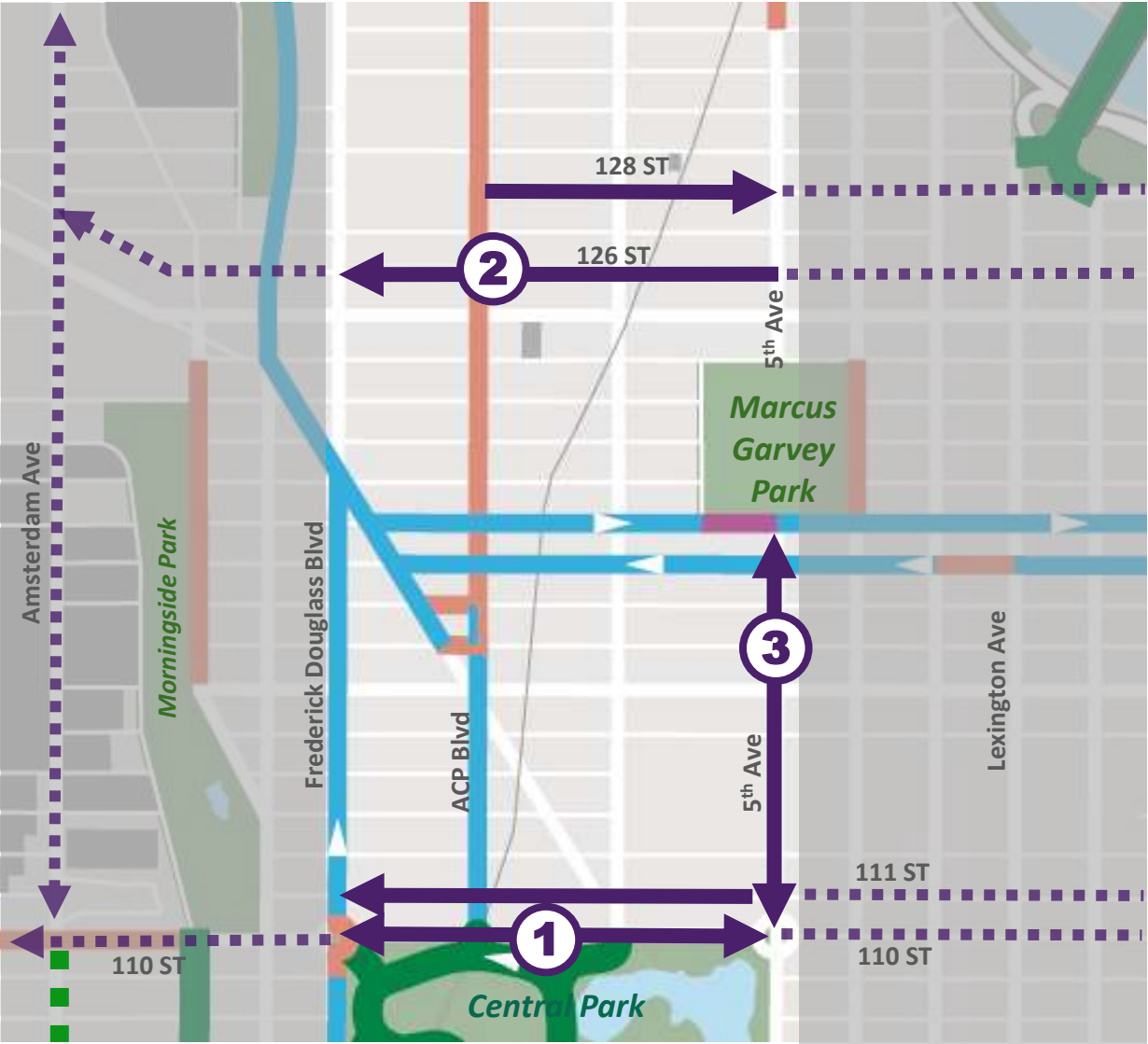
126th St/128th St
(alternative to 125th St)

- Identified as a priority route during HRBAP workshops and S.A. deployment
- Limited possibilities for direct routes
- Connects to Willis Ave and RFK

5th Ave

- Strong desire for protected bike lane identified through S.A. outreach
- Excess width encourages speeding and other unsafe behavior
- Serve people traveling south as well as those traveling north on other streets

PROJECT AREA



1

110th /111th St
F Douglass Blvd to 5th Ave

- Access to Greenway and Parks
- Cross-town Connection

2

126th /128th St
F Douglass to 5th Ave

- Access to bridges
- Extension of east-west routes proposed in CB9 and 10

3

5th Ave
110th to 120th St

- Protected bike route to/from Marcus Garvey Park and Central Park

SAFETY

Injury Summary, 2010-2014 (5 years)

110th St (Frederick Douglass Circle to 5th Ave)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	14	1	0	1
Bicyclists	14	1	0	1
Motor Vehicle Occupant	30	0	0	0
Total	58	2	0	2
Fatalities, 01/01/2011 – 01/23/2017: 1				

126th/128th St (Frederick Douglass Circle to 5th Ave)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	14	1	0	1
Bicyclists	7	0	0	0
Motor Vehicle Occupant	69	1	0	1
Total	90	2	0	2
Fatalities, 01/01/2011 – 01/23/2017: 1				

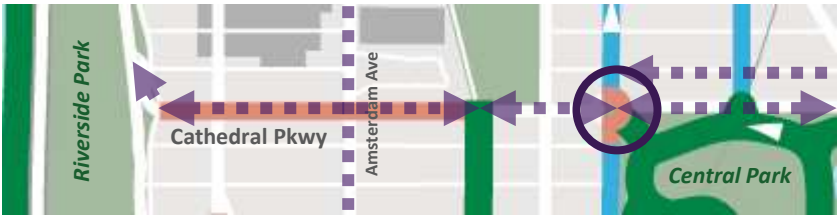
5th Ave (110th St to 120th St)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	17	1	0	1
Bicyclists	11	2	0	2
Motor Vehicle Occupant	65	5	0	5
Total	93	8	0	8
Fatalities, 01/01/2010 – 03/12/2017: 0				

Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured

PROPOSED DESIGN – Frederick Douglass Circle

1 110th /111th St
F Douglass Blvd to 5th Ave



Community request for safety improvements



- Install markings to **guide motorists, and cyclists through circle**
- Standard width moving lanes **calm traffic**
- Install guide signs

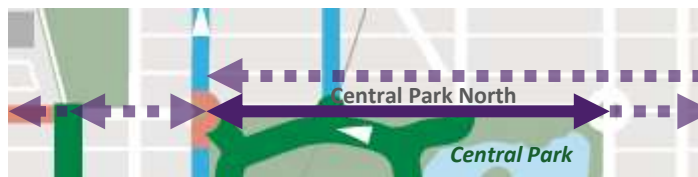
Bike connection to:

- Central Park
- Frederick Douglass Blvd

EXISTING/ISSUES – Central Park North

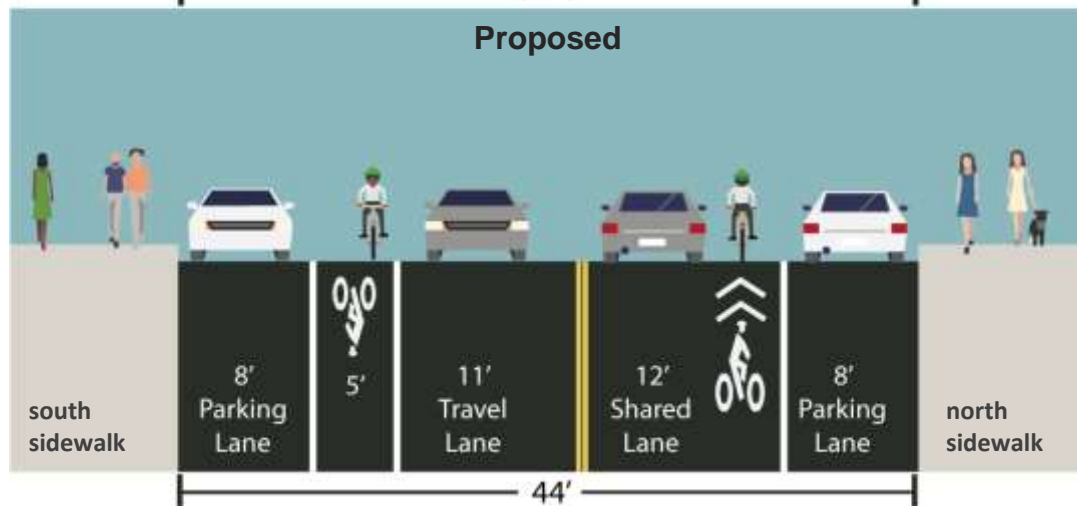
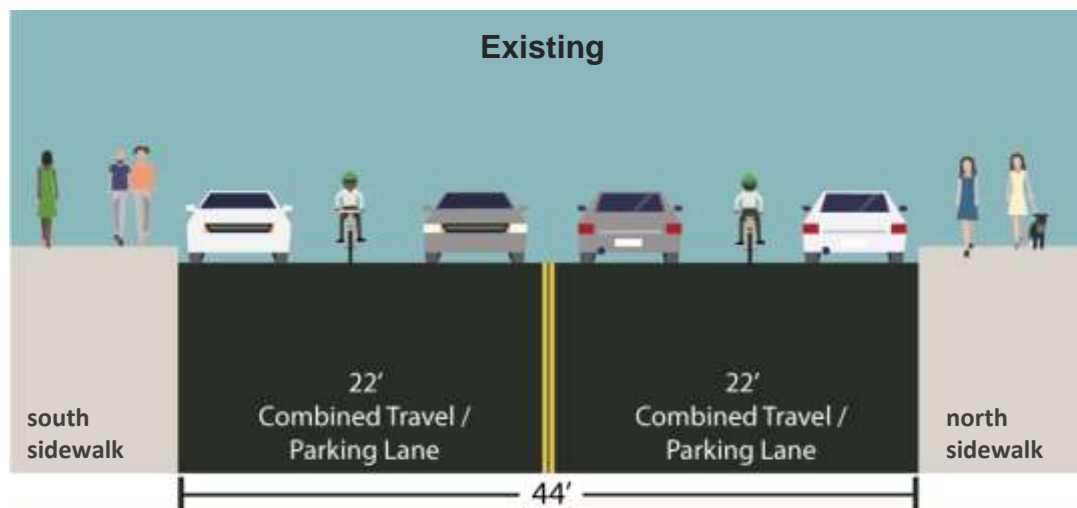
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110th /111th St
F Douglass Blvd to 5th Ave



- **Road is 44 feet wide** (narrower than west of circle)
- **No dedicated space** for cyclists
- **Cyclist position in roadway unpredictable** for drivers and pedestrians

PROPOSED DESIGN – Central Park North



Re-design creates continuous eastbound bike lane and maintains westbound access along park

- Visually narrows the roadway, **reduces crashes with injuries**
- Create **dedicated space for vehicles and cyclists**
- **Increases predictability** for all road users; provide wayfinding for cyclists
- **No Parking or Travel Lane Loss**
- **Creates access to Central Park, and the Manhattan Waterfront on east and west**

PROPOSED DESIGN ELEMENTS



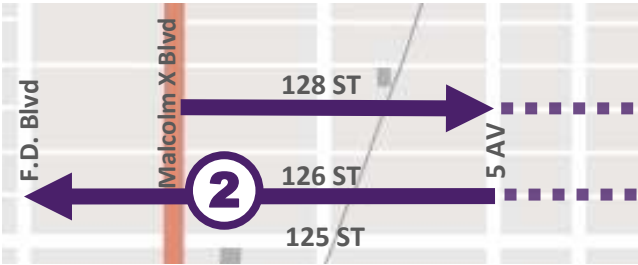
Connection to bike lanes on:

- Frederick Douglass Blvd
- Adam Clayton Powell Jr Blvd
- Central Park

EXISTING/ISSUES – 111th, 126th, 128th St

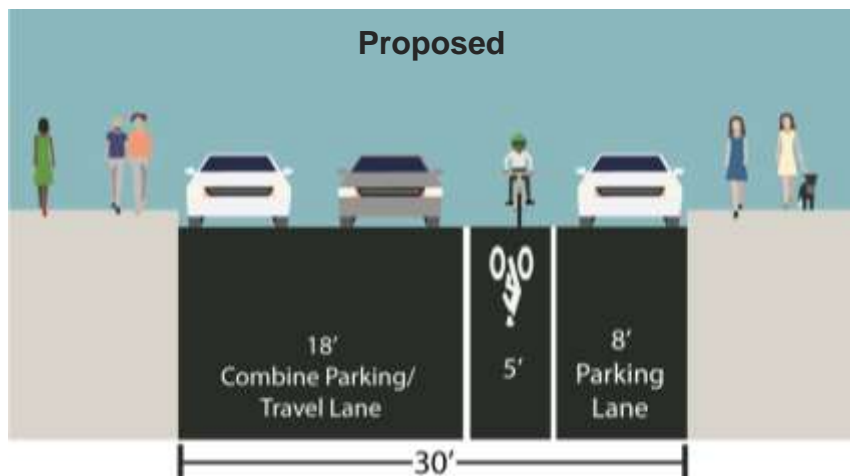
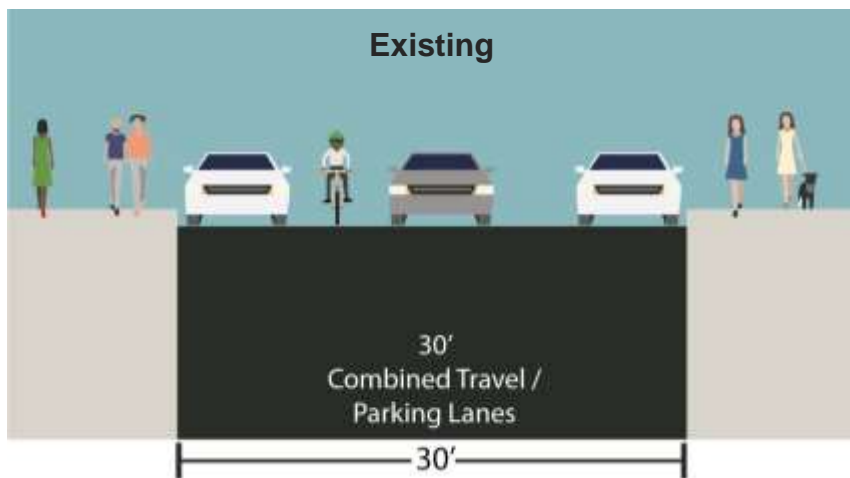
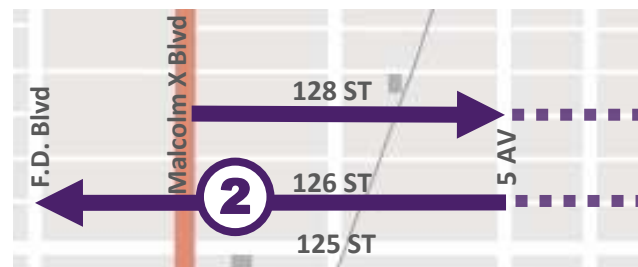
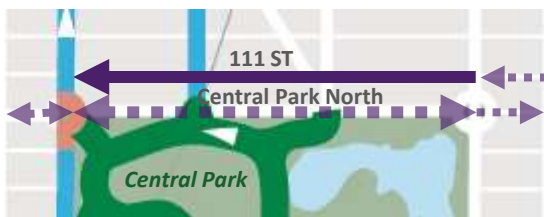
1 110th /111th St
F Douglass Blvd to 5th Ave

2 126th /128th St
F Douglass Blvd to 5th Ave



- **No dedicated space** for cyclists
- **Cyclist position in roadway unpredictable** for drivers and pedestrians

PROPOSED IMPROVEMENTS – 111th, 126th, 128th St Typical Cross Section



- **Standard width travel lane** accommodates all vehicles, improves predictability, easier for pedestrians to cross
 - **Bike lane** creates dedicated, predictable space for cyclists, separate from moving vehicles, discourages sidewalk riding to reduce pedestrian conflicts
 - **111th St:** Creates continues westbound bike lane from FDR
 - **126th St, 128th St:** Provides east-west connection north of 125th St
- Creates access East River Greenway, 1st and 2nd Ave protected lanes, Willis Ave and RFK Bridges

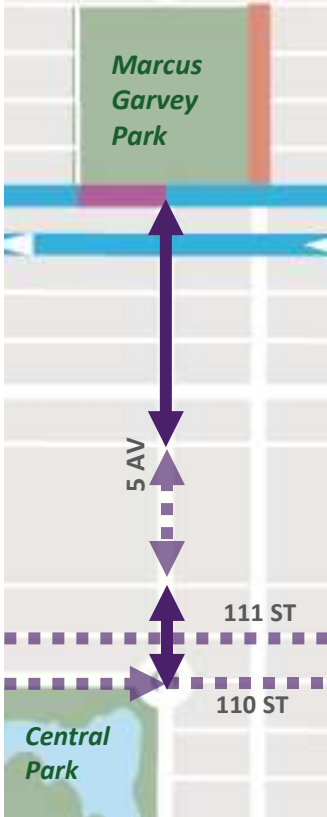
PROPOSED DESIGN ELEMENTS



Organized Roadway
Increases safety,
predictability, comfort

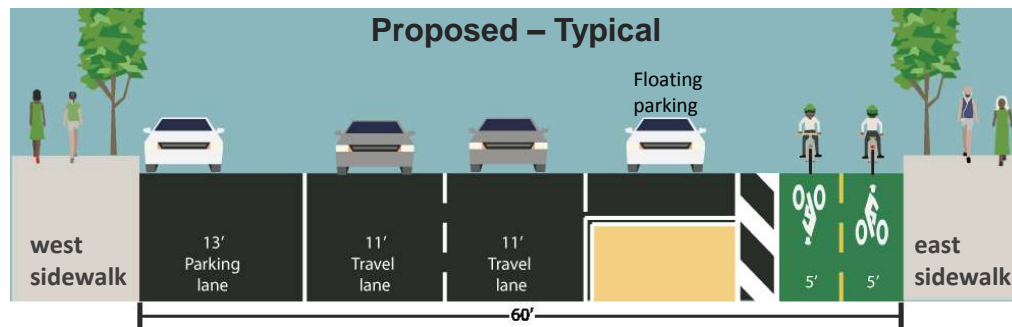
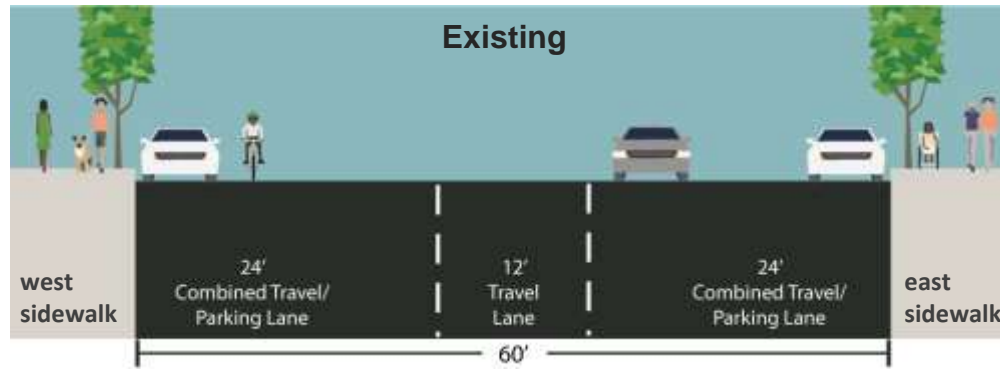
EXISTING/ISSUES – 5th Ave (Central Park to Marcus Garvey Park)

3 5th Ave
110th St to 120th St



- Excess vehicular capacity
- Wide travel lanes **encourages 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

PROPOSED IMPROVEMENTS – 5th Ave (Typical Design)



- **Protected bike route** connecting to/from Marcus Garvey Park and Central Park

Pedestrian crossing distance reduced from 60' to 35'

- **Complete streets re-design**
- **Narrower roadway with standard width lanes** discourages speeding, shortens pedestrian crossings
- **2-way protected bike lane** creates dedicated, predictable space for cyclists, discourages wrong-way and sidewalk riding, and reduce pedestrian conflicts
- **Painted pedestrian islands** create shorter and safer pedestrian crossings

Traffic Study

Goal: Improve safety for all road users while maintaining traffic flow

Data collection: Automated Traffic Recorders, Manual Turn Counts

Analysis: Study existing conditions including vehicle volumes, geometry, signal timing, turning movements

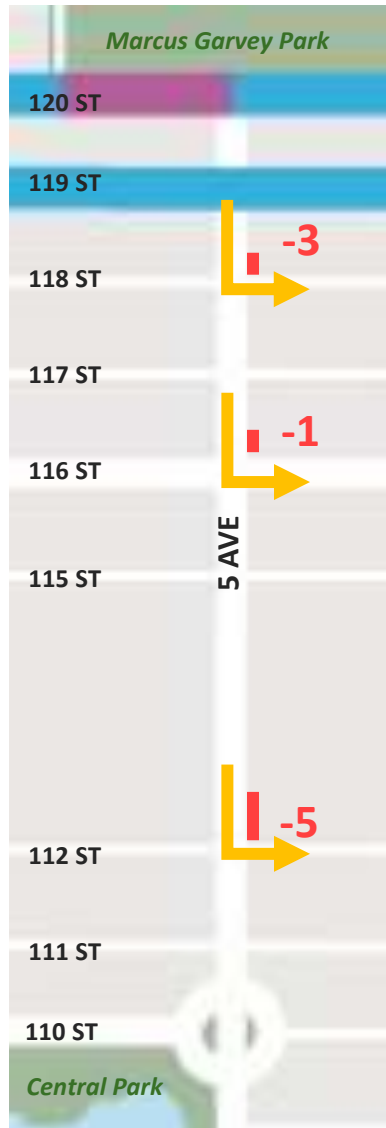
Result: Two lanes provide sufficient capacity for vehicle volumes

Peak Hour Volume: 996

8-9am at 110th St

PROPOSED IMPROVEMENTS – Left Turn Locations

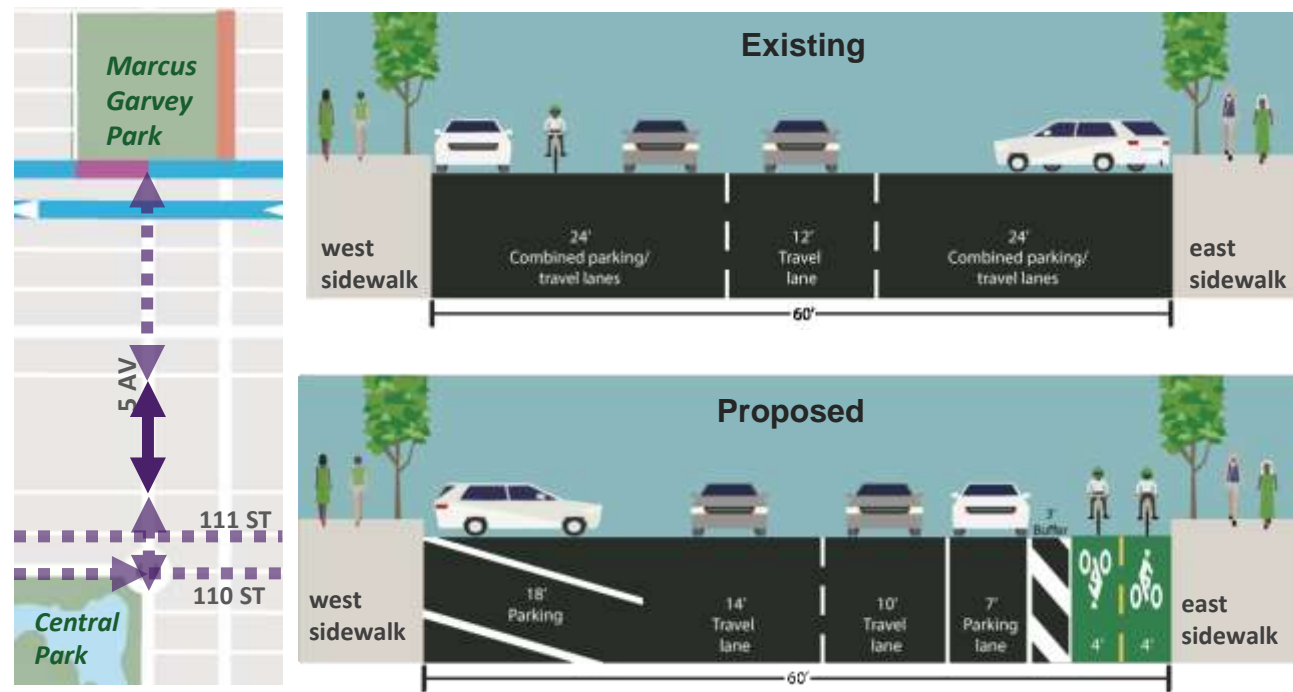
LEFT TURN LOCATIONS



- **Left-turning vehicles kill or severely injure (KSI) pedestrians and cyclists at over three times the rate (19%) of right turn vehicle (6%)**
- **Seniors are more at risk:** median age for pedestrian and bicycle KSI by a left-turning vehicle is 67; all other fatal crash types have median age of 50
- **Spilt phase signals** increase safety by providing protected time for pedestrians and cyclists to cross, require left turn lanes
- **Minimal impact on parking** – limited parking removal required for left turn bays (9 spaces for entire project), will be offset by addition of new legal parking spaces



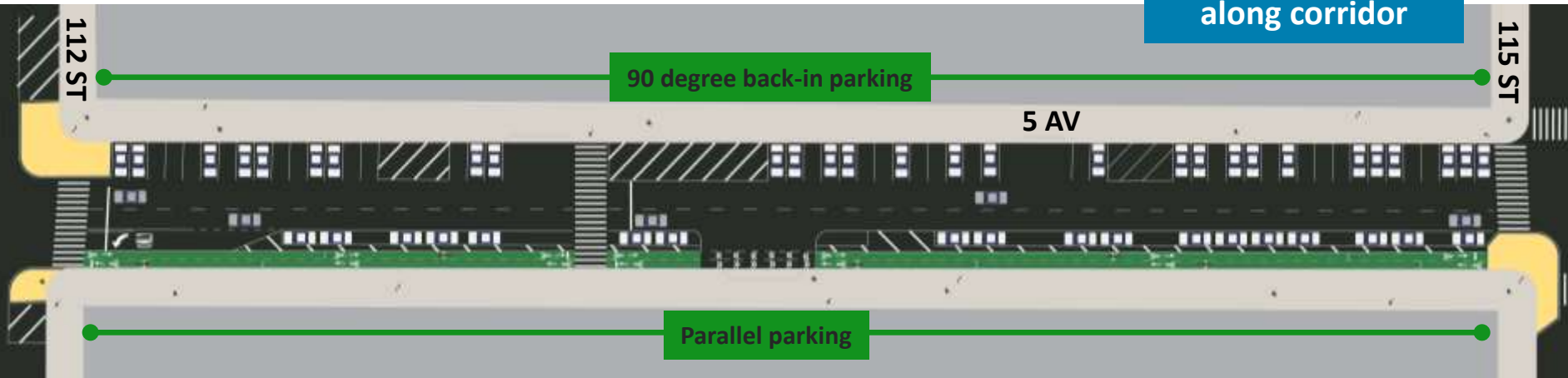
PROPOSED IMPROVEMENTS – 5th Ave (115th St to 112th St)



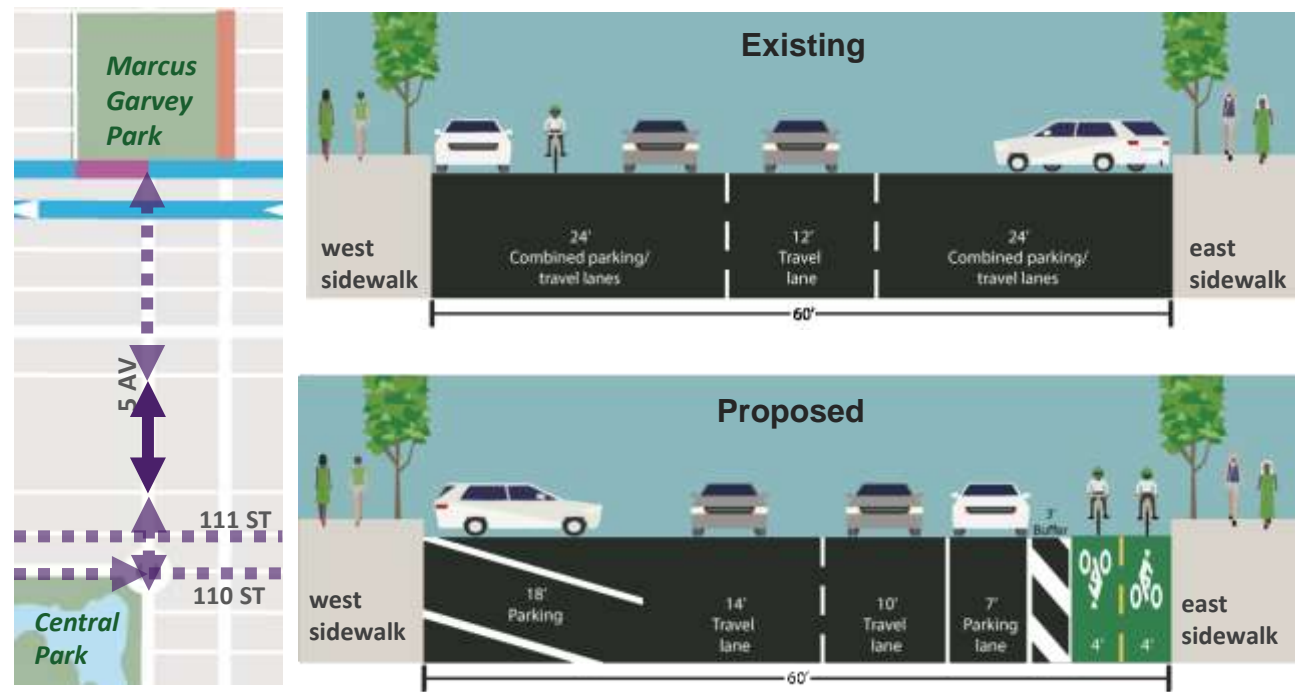
- Existing informal perpendicular parking on east curb
- Proposed formal perpendicular parking on west curb
- Creates new legal parking spaces, offsetting changes due to safety improvements

Proposal results in net gain of legal parking spaces along corridor

Proposed Parking Configuration



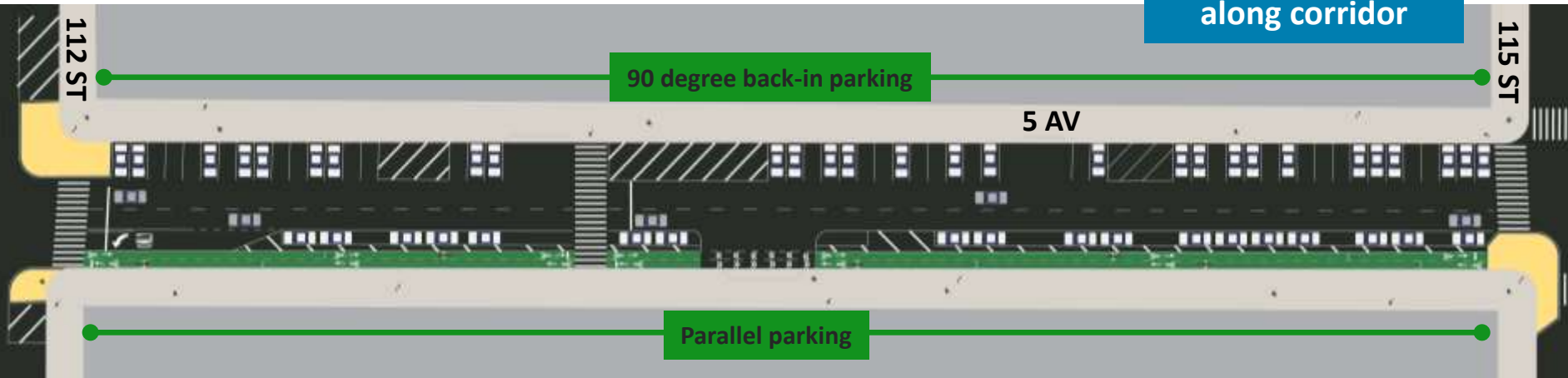
PROPOSED IMPROVEMENTS – 5th Ave (115th St to 112th St)



- Existing informal perpendicular parking on east curb
- Proposed formal perpendicular parking on west curb
- Creates new legal parking spaces, offsetting changes due to safety improvements

Proposal results in net gain of legal parking spaces along corridor

Proposed Parking Configuration



PROPOSED DESIGN ELEMENTS

Creates bike access between
Central Park and Marcus
Garvey Park that is
comfortable for all ages and
abilities



PROPOSED DESIGN ELEMENTS



High Visibility
Crosswalk

Painted Curb
Extension

- Shortens pedestrian crossing distances
- Guides motorists through turns
- Improves visibility

BENEFITS OF DESIGN ELEMENTS

Vehicles

- Organize the roadway
- Improve safety
- Improve alignment, and visibility
- Establish standard width; discourage speeding

Cyclists

- Provide dedicated space for cyclists
- Increase predictability of cyclists location for motorists and pedestrians
- Connection to existing network
- Provide wayfinding

Refuge islands, painted neck downs, and high visibility crosswalks

- Create shorter, safer pedestrian crossings
- Improve alignment at intersections
- Discourage drivers from encroaching into crosswalk

Street re-designs improve safety for all road users



Additional Outreach and Follow Up

4

RESURFACING



**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 necessary

SUMMARY OF ADDITIONAL OUTREACH

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



RESPONSE TO QUESTIONS RAISED AT WALK THROUGHS

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



All DOT Proposals are Reviewed by FDNY

- Emergency vehicle access is maintained or improved

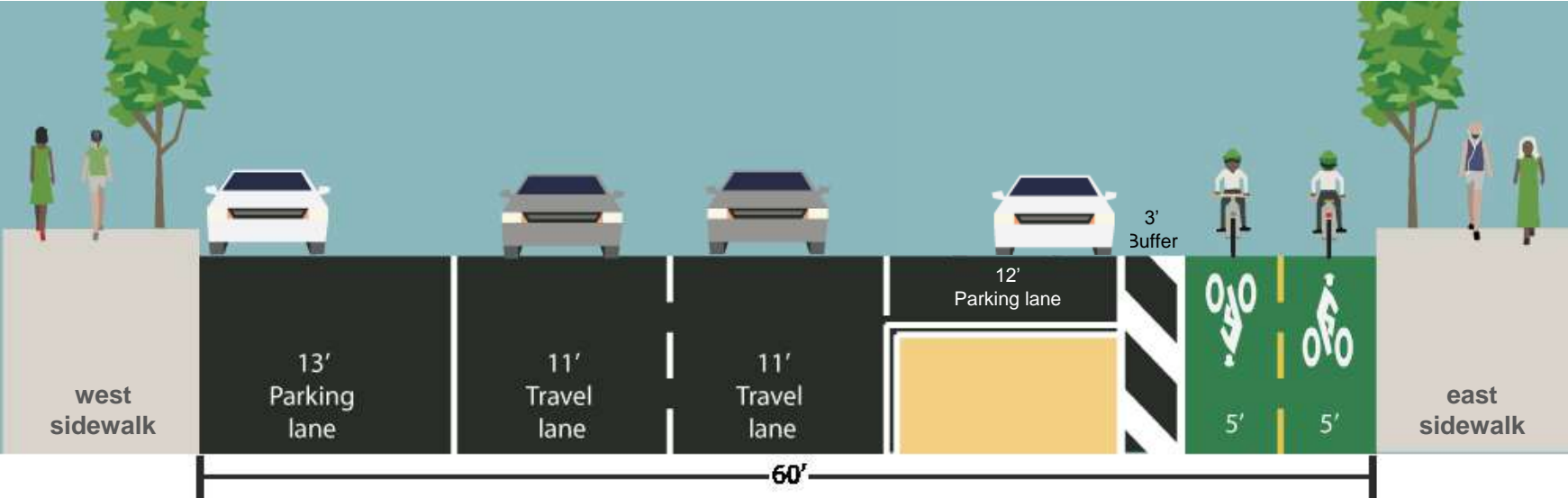


Department of Sanitation

- 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?



Wide Parking Lanes

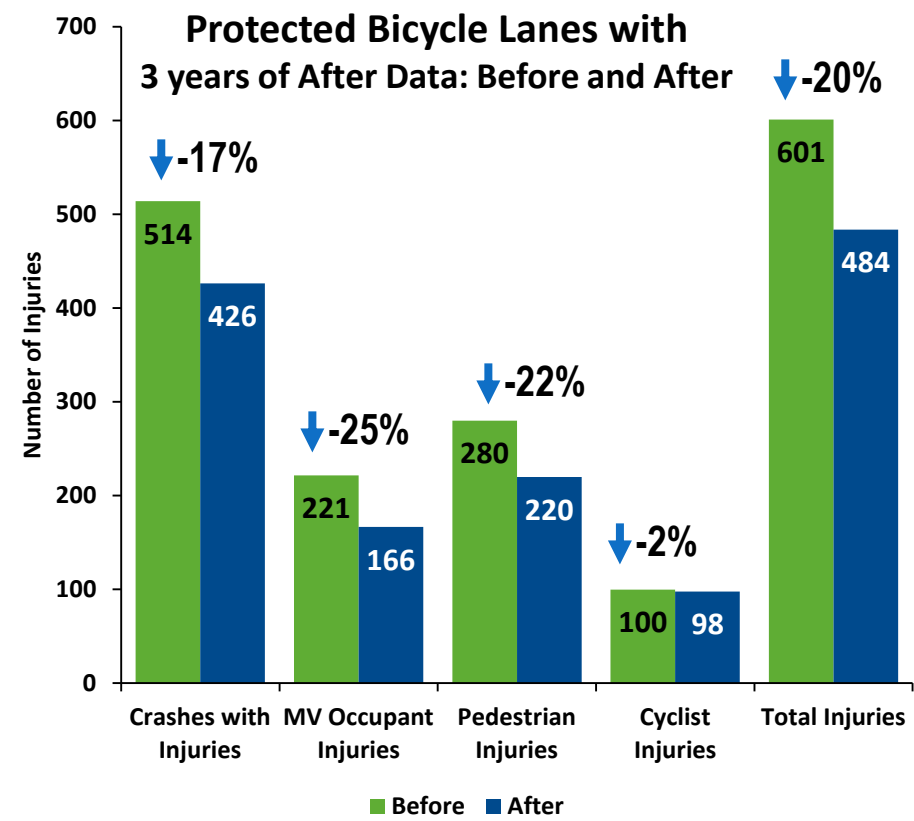
- Space for moving vehicles to pass vehicles dropping off/pick uping passengers and deliveries

Updated Parking Regulations/Loading Zones

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

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

WHAT WE HEARD ON THE STREET



STREET AMBASSADOR DEPLOYMENT
SUMMARY: HARLEM BIKE NETWORK
AUGUST 24, 26, 27, 2017

Unit Supported Bikes and Greenways

Dates August 24, 26, 27, 2017

Locations 116th St & Park Ave
 124th St & 5th Ave
 110th St & Malcolm X Blvd

Interactions Approximately 250

Notable Feedback Overall the feedback was positive on both days. Residents we spoke to were excited to hear Citi Bike was coming to the area and liked the idea of the lanes connecting to green spaces. Concerns included bike lanes being placed on narrow streets and better bike education



WHAT WE HEARD ON THE STREET

biking is all about making the community more accessible.
-peggy- CB 10 member



It's an excellent idea!



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





New crosswalks and protected the Bike Lane



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 prote)idos



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!



NYCDOT



nyc_dot



nyc_dot



NYCDOT