Citywide Congested Corridors Project
West 181st Street
Amsterdam Ave. to Riverside Dr.

April 10, 2008
CMAQ Program

- Federal Funds – **Congestion Mitigation and Air Quality Improvement Program**
- Major Objectives are to Reduce Congestion and Improve Air Quality
Study Area

- 0.6-mile east-west corridor from Amsterdam Avenue to Riverside Drive.
- Community Board 12
City Initiatives

• School Safety: PS 132 (Juan Pablo Duarte Elementary School)
• Truck Route Management and Community Impact Reduction Study
• Safe Streets for Seniors Program
• Bicycle Master Plan
• Bus Hot Spot Program
Study Goals

• Improve travel conditions and air quality to enhance the quality of life for the people who live, work and shop in the study area.

• Make West 181st Street a “complete street”.

• Encourage public and community participation in the planning process.

• Bring the various stakeholders together in identifying problems and building consensus on potential solutions.
Areas of Analysis

- Demographics
- Land Use & Zoning
- Traffic
- Air Quality
- Pedestrians
- Bicycles
- Transit
- Goods Movement
- Safety/Accidents
- Parking
Intersections to be Studied

- Riverside Drive
- Haven Avenue
- Cabrini Boulevard
- Pinehurst Avenue

- Ft. Washington Avenue
- Bennett Avenue
- Broadway
- Wadsworth Avenue

- St. Nicholas Avenue
- Audubon Avenue
- Amsterdam Avenue
Transit

- Served by “A” subway line at Fort Washington Avenue, and “1” line at Saint Nicholas Avenue.

- Bronx bus routes BX3, BX11, BX13, BX35 and BX36 run along the eastern half of the corridor.

- Connections to north-south Manhattan bus routes 3, 4, 5, 98 and 101, and Bronx route BX7.
Truck Routes

- West 181st Street is a local truck route from Amsterdam Avenue to Fort Washington Avenue.
- Broadway is an intersecting local truck route in both directions.
- Amsterdam and Fort Washington Avenues are local truck routes to/from the south. 
Community Outreach

- Project Advisory Committee
- Community Board Meetings
- Public Meetings
- Community “Walk -Through”
- Web Page
- Community Input
Study Process

- Data Collection Plan
  - Start: January 2008
- 1st PAC Meeting
  - April 10, 2008
- Public Meeting #1
  - April 25, 2008
- Existing Condition Analysis
  - Public Meeting #1
  - April 10, 2008
- Community Walk-through
  - April/May 2008
- Public Meeting #2
  - June 2008
- Draft Recommendations
- Draft Final Report
  - Public Meeting #3
  - October 2008
- Final Report
  - Community Board Meeting
  - December 2008

We are here!
Project Status

- Reviewed previous studies
- Field data collection completed.
  - Traffic counts, Speed runs, Pedestrian counts, Goods movement, Parking & Safety
- Demographic analyses in progress
- Data summaries in progress
- Initiated safety analyses
Initial Observations

181st Street has considerable commercial activity with local shops. The street width varies. 181st Street is wider east of Broadway.
Initial Observations

- Double Parking
  - The corridor is highly commercial but does not have loading zones for trucks, so they double park and slow down traffic.
Initial Observations

- Serves as access to Washington Bridge and alternate route to George Washington Bridge

- Left turns onto Ft. Washington back up on 181st.
Initial Observations

181st Street is a major bus corridor (NYCT service to/from the Bronx) and local truck route.
Initial Observations

- Street geometry varies, with curvature, grade and offset intersections.
Preliminary Findings
Pedestrians

Volumes between Wadsworth Avenue and Audubon Avenue on 181st Street are 5825 pedestrians for Saturday peak period (12 – 2PM)
# Preliminary Findings

## Safety

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<tr>
<th>Year</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>3-Year Total</th>
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<tbody>
<tr>
<td>No. of Reportable Accidents</td>
<td>49</td>
<td>61</td>
<td>60</td>
<td>170</td>
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### Intersections

- Pinehurst: 4
- Washington: 5
- Ft. Bennett: 33
- 181st Street: 2
- Broadway: 3
- Wadsworth: 13
- St. Nicholas: 1
- Audubon: 21
- Amsterdam: 46

### Intersection Crashes

- 33

### Mid-block Crashes

- 1
## Preliminary Findings

### Travel Time & Speed

#### Eastbound

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<thead>
<tr>
<th></th>
<th>AM</th>
<th>MD</th>
<th>PM</th>
<th>Sat</th>
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</thead>
<tbody>
<tr>
<td>Travel time (min)</td>
<td>8</td>
<td>10</td>
<td>13</td>
<td>12</td>
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<tr>
<td>Avg. Speed (mph)</td>
<td>4.6</td>
<td>3.7</td>
<td>3.0</td>
<td>3.1</td>
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</tbody>
</table>
### Preliminary Findings

#### Travel Time & Speed

**Westbound**

<table>
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<th></th>
<th>AM</th>
<th>MD</th>
<th>PM</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Travel time</strong></td>
<td>6</td>
<td>7</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td><em>(min)</em></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Avg. Speed</strong></td>
<td>6.8</td>
<td>5.1</td>
<td>5.1</td>
<td>4.4</td>
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<tr>
<td><em>(mph)</em></td>
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BREAKOUT SESSIONS
Workshop Feedback

Table 1

- Buses – reducing the number of buses (shuttle bus to Bronx)
- SE corner of St Nick & 181st St – gridlock box
- Parking – no parking between 8am -6pm on 181st St. Voucher Parking
- Delivery trucks and noise
- Taxicab bases,
- meeting in Spanish close to 181st Street.
**Workshop Feedback**

**Table 2**

- Parking – eliminating parking from Ft. Washington to Amsterdam.
- Plaza Lafayette – pedestrian and traffic conflicts – signals
- Shuttle bus to Bronx (air quality)
- Bike routes – not enough signage and markings (worn out)
- Private vans & tour buses from G. Washington Bridge – circulation patterns
- Enforcement for Double Parking
- Police parking on Broadway north of 181st Street
- Restore parking on Riverside Dr north of 181st St
Workshop Feedback
Table 3

- Intersections: tight, turning radius issues – Daylight the corners, add turn lanes, signal retiming and progression
- Buses – adjust numbers/routes. Shuttle bus for the entire length of 181st St.
- Pedestrian – Jay Walking, street vendors, sidewalk obstructions
- parking availability bad.
- Bicycles (Ft. Washington more in use). Bicycle lane extension planned?
- Need to look at other streets to use as alternate routes
### Workshop Feedback

#### Table 4

- Delancey Street model (B39) – metered flow of buses (Brooklyn). Limit buses on 181st Street.
- All parking removed from 181st St.
- Muni-meters for trucks
- Sidewalks – get rid of street vendors & encroachments. (newspaper stand etc. at St. Nick & 181st St.). Need for bulb-outs
- Turning radius for large vehicles and impact on pedestrians.
- Red-light ticket camera for 181st St and St. Nick.
- Enforcement (trucks in bus stops – discharges in middle of street)