

# Citywide Congested Corridors Project

West 181<sup>st</sup> 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 181<sup>st</sup> 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.

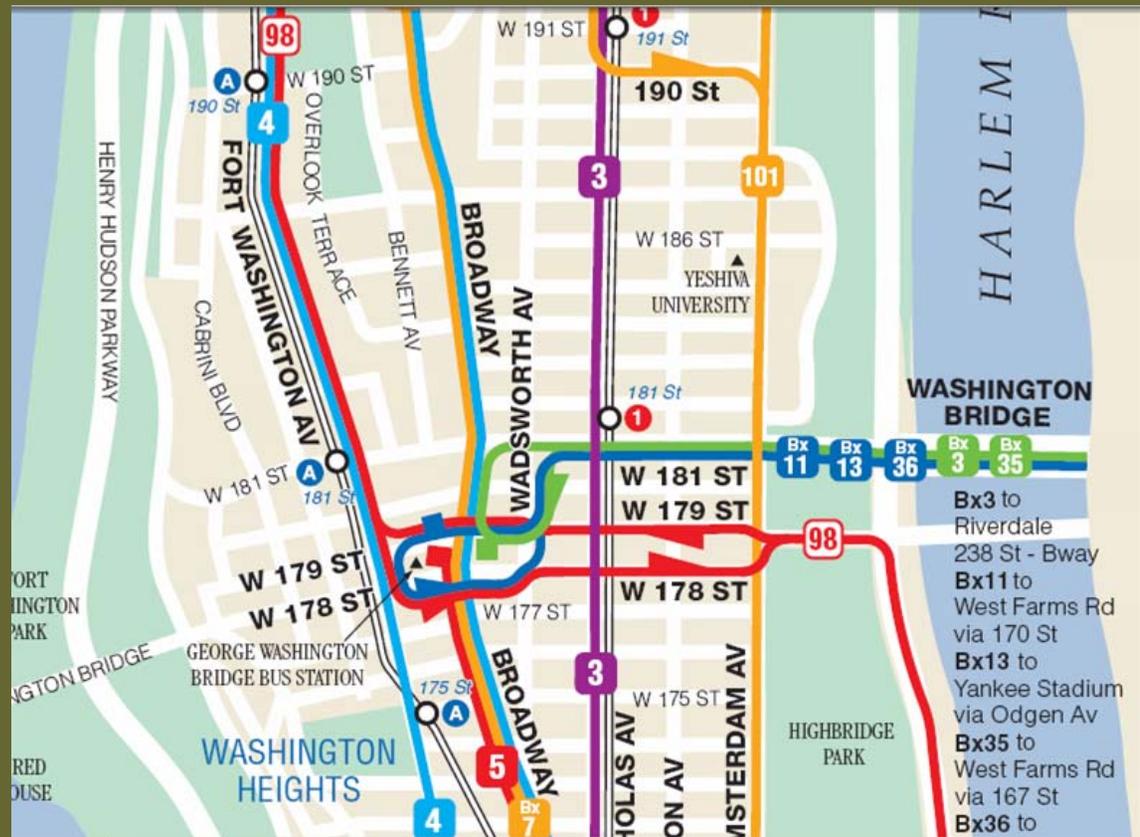
# Areas of Analysis

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



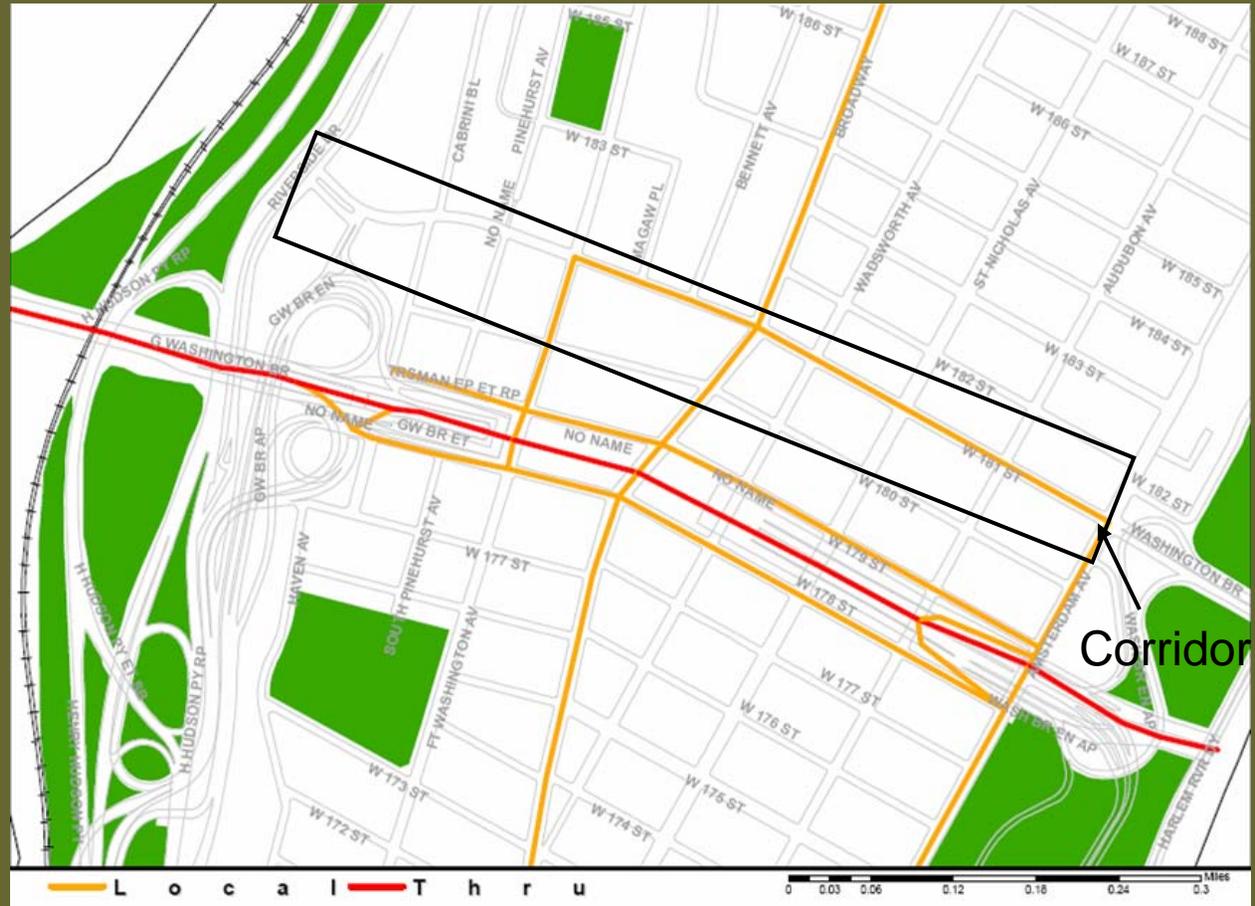
# Transit

- 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 181<sup>st</sup> 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

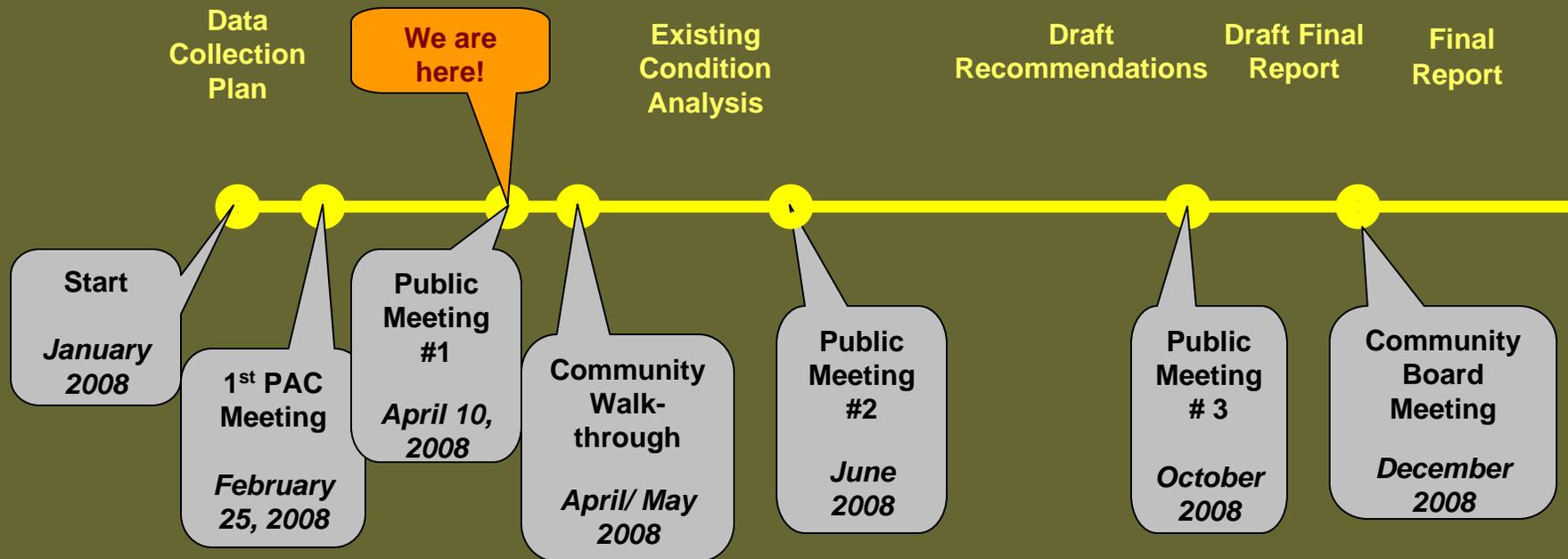


# Community Outreach

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

<http://www.nyc.gov/html/dot/html/motorist/corridorintro.html>

# Study Process



# 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

181<sup>st</sup> Street has considerable commercial activity with local shops. The street width varies. 181<sup>st</sup> 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

181<sup>st</sup> 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

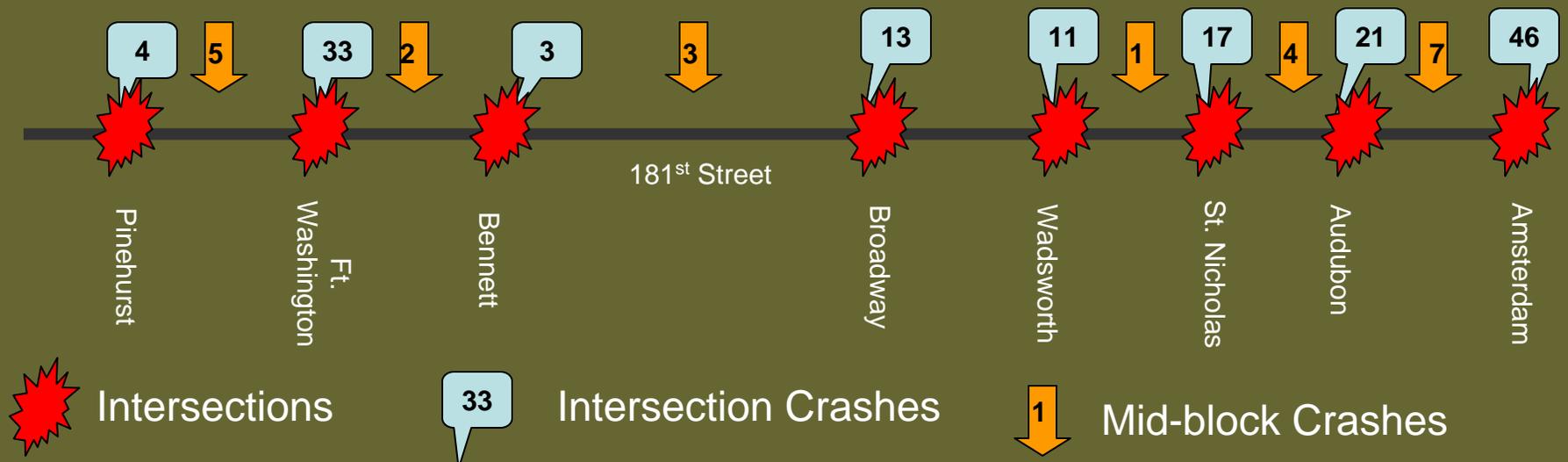
## Pedestrians



**Volumes between Wadsworth Avenue and Audubon Avenue on 181<sup>st</sup> Street are 5825 pedestrians for Saturday peak period (12 – 2PM)**

# Preliminary Findings Safety

Year	2004	2005	2006	3-Year Total
No. of Reportable Accidents	49	61	60	170



# Preliminary Findings

## Travel Time & Speed

### Eastbound

	AM	MD	PM	Sat
Travel time (min)	8	10	13	12
Avg. Speed (mph)	4.6	3.7	3.0	3.1

# Preliminary Findings

## Travel Time & Speed

### Westbound

	AM	MD	PM	Sat
Travel time (min)	6	7	7	9
Avg. Speed (mph)	6.8	5.1	5.1	4.4

# BREAKOUT SESSIONS

# Workshop Feedback

## Table 1

- Buses – reducing the number of buses (shuttle bus to Bronx)
- SE corner of St Nick & 181<sup>st</sup> St – gridlock box
- Parking – no parking between 8am -6pm on 181<sup>st</sup> St. Voucher Parking
- Delivery trucks and noise
- Taxicab bases,
- meeting in Spanish close to 181<sup>st</sup> 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 181<sup>st</sup> Street
- Restore parking on Riverside Dr north of 181<sup>st</sup> 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 181<sup>st</sup> St.
- Trucks – alternate routes btw. Amsterdam & Ft. Washington (179<sup>th</sup> St.) Adds to poor air quality. Double parking – enforcement – designate separate truck delivery areas
- 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 181<sup>st</sup> Street.
- All parking removed from 181<sup>st</sup> St.
- Muni-meters for trucks
- Sidewalks – get rid of street vendors & encroachments. (newspaper stand etc. at St. Nick & 181<sup>st</sup> St.). Need for bulb-outs
- Turning radius for large vehicles and impact on pedestrians.
- Red-light ticket camera for 181<sup>st</sup> St and St. Nick.
- Enforcement (trucks in bus stops – discharges in middle of street)