



Council Member Gale A. Brewer

Columbus Avenue Redesign Survey

October 2011

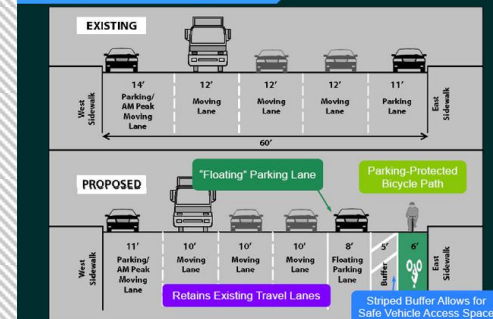


Contents

- ✓ Survey Goals
- ✓ Methodology
- ✓ Findings
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Proposed Configuration



Survey Goals

The Columbus Avenue Redesign Survey is intended to gauge whether the public thinks the redesign has meets the following goals:

1. Enhances Safety for All Street Users, Including:
 - ✓ Pedestrians
 - ✓ Cyclists
 - ✓ Motor Vehicle Operators
2. Maintain Vehicle Traffic Capacity



Methodology

Content of the survey drew from the following sources:

- ✓ The 2011 Columbus Avenue Working Group report led by Community Board 7, Manhattan, Chair Mel Wymore
- ✓ Department of Transportation's 2010 Columbus Avenue Bike Lane Community Presentation
- ✓ The 2010 Prospect Park Bike Lane Survey conducted by Council Members Brad Lander and Stephen Levin

The Survey Process

- ✓ The survey was conducted online using surveymonkey.com, and via hard copy to allow participation without the use of a computer
- ✓ The survey was conducted between September 13, 2011 and October 10, 2011
- ✓ 908 surveys were completed (772 online and 136 on paper)



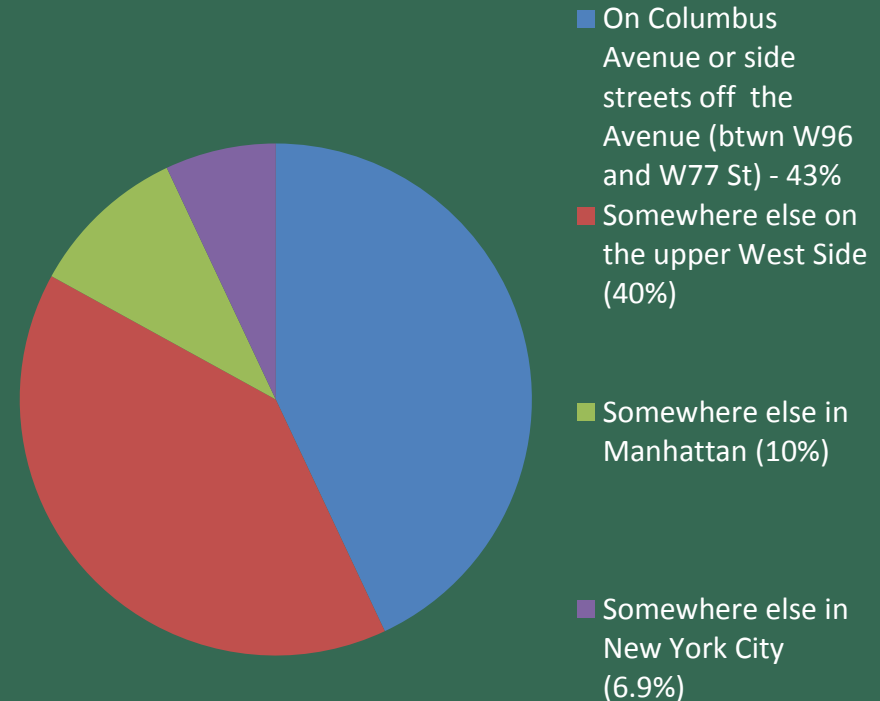
Findings

Who responded to the survey?

Of the 908 respondents:

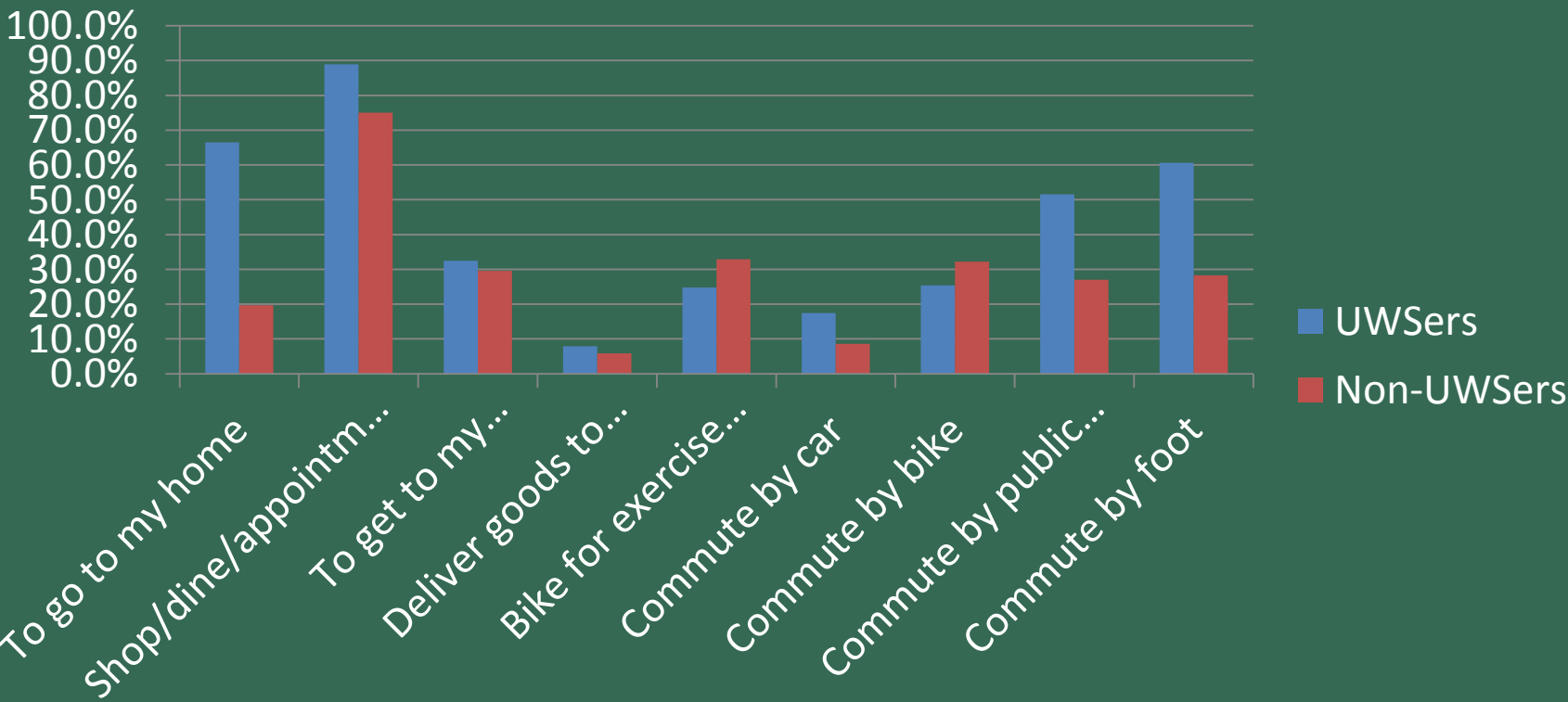
- ✓ 804 identified themselves as living somewhere on the upper West Side.
- ✓ 104 identified themselves as living else where in Manhattan or New York City.

WHERE DO YOU LIVE?



Findings

Which of the following are reasons you use Columbus Avenue?



Findings

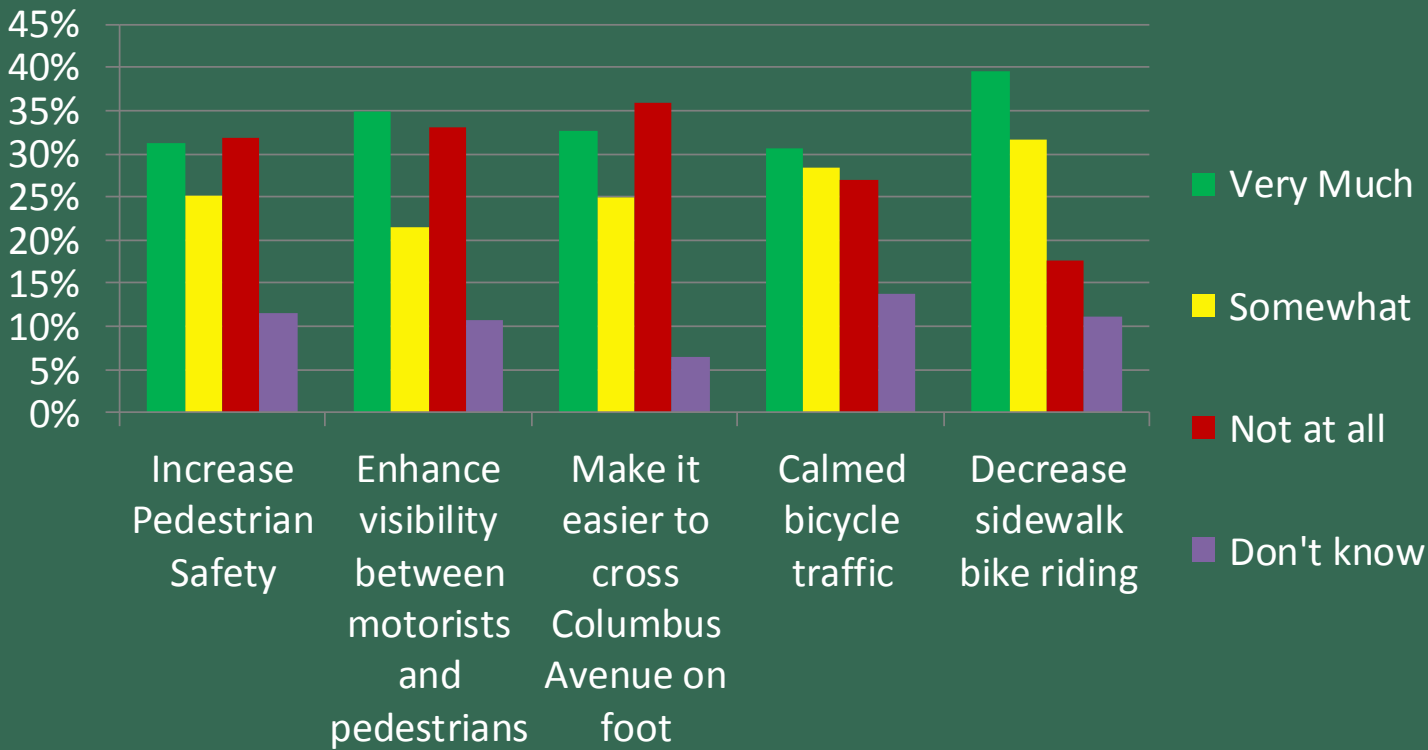
Does the redesign meet projected goals?

- ✓ Enhance Safety for All Street Users
- ✓ Maintain Vehicle Traffic Capacity



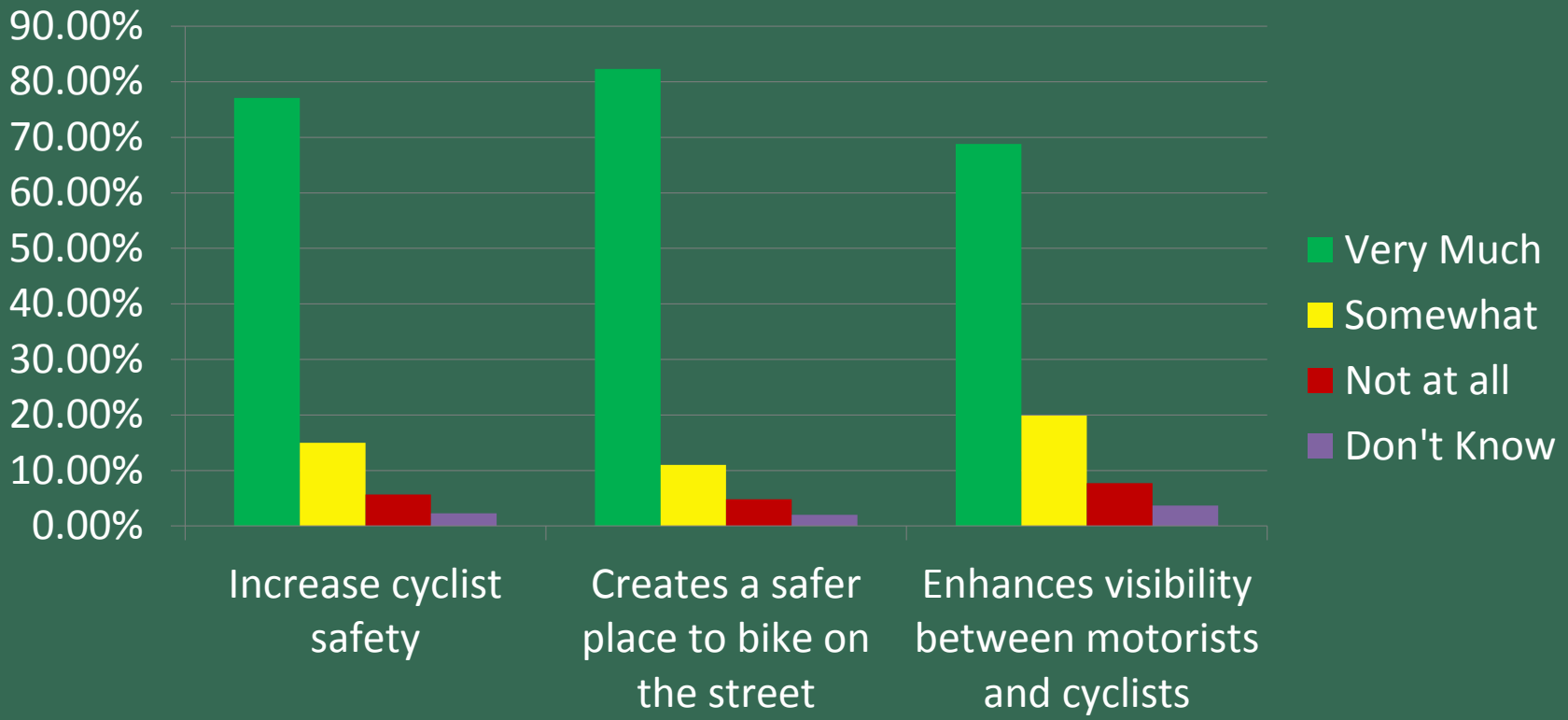
Findings

*Enhance Safety for Pedestrians - Pedestrian responses
(353 of 908 survey participants self identified primarily as pedestrians.)*



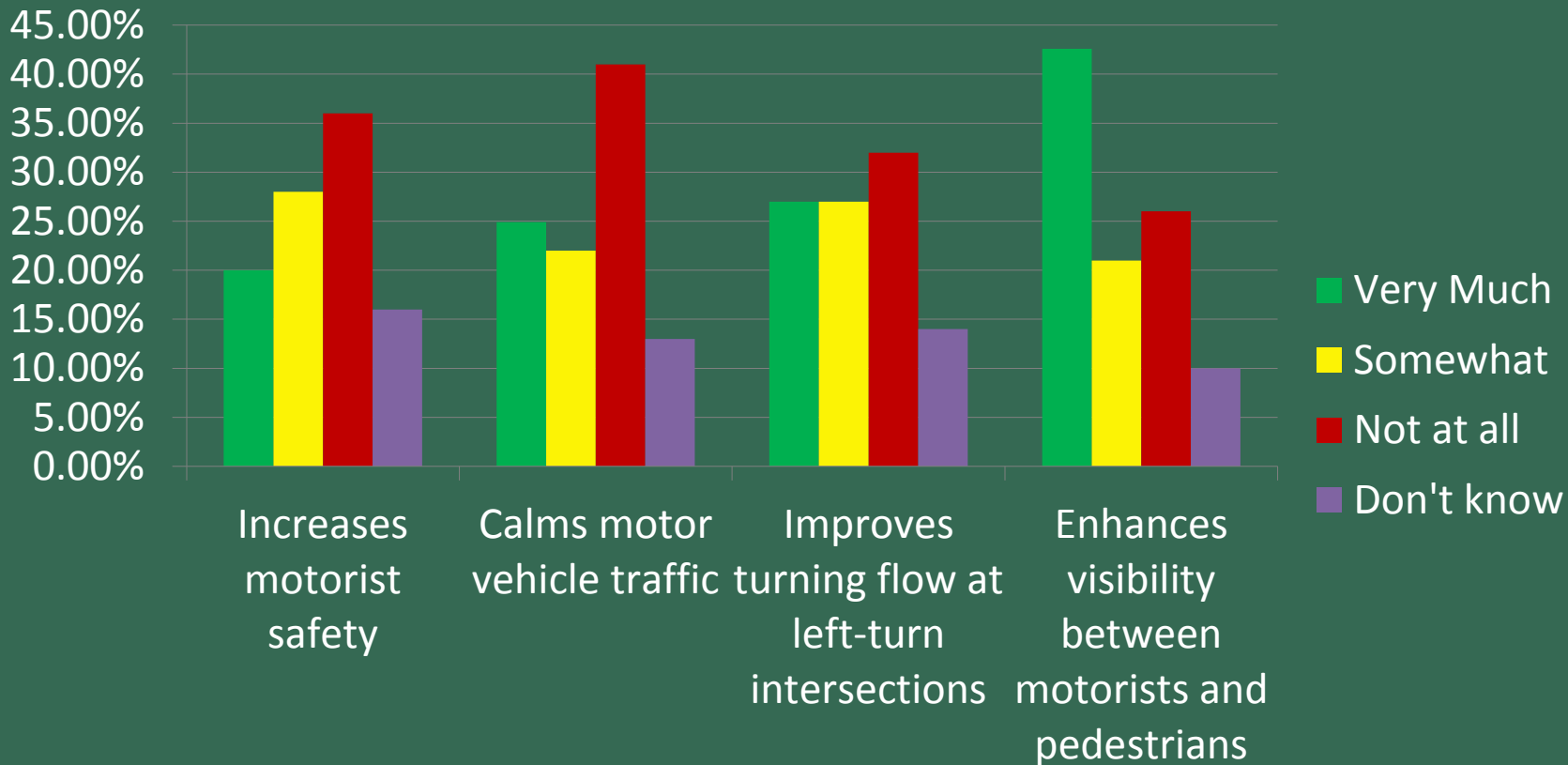
Findings

Enhance Safety for Cyclists - Cyclist responses (406 of 908 survey participants self identified as cyclists)



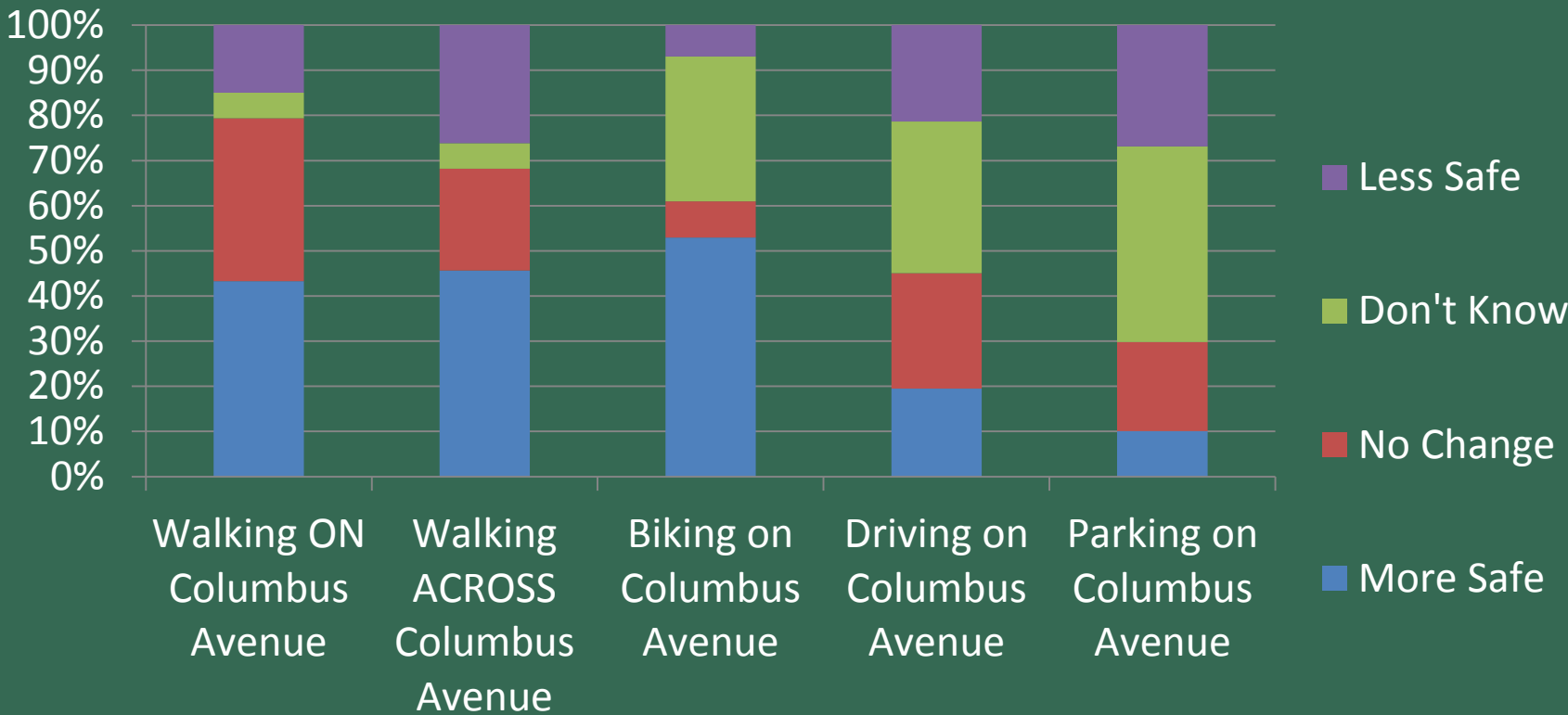
Findings

1. Enhance Safety for Motorists - Driver responses (293 of 908 survey participants self identified as drivers.)



Findings

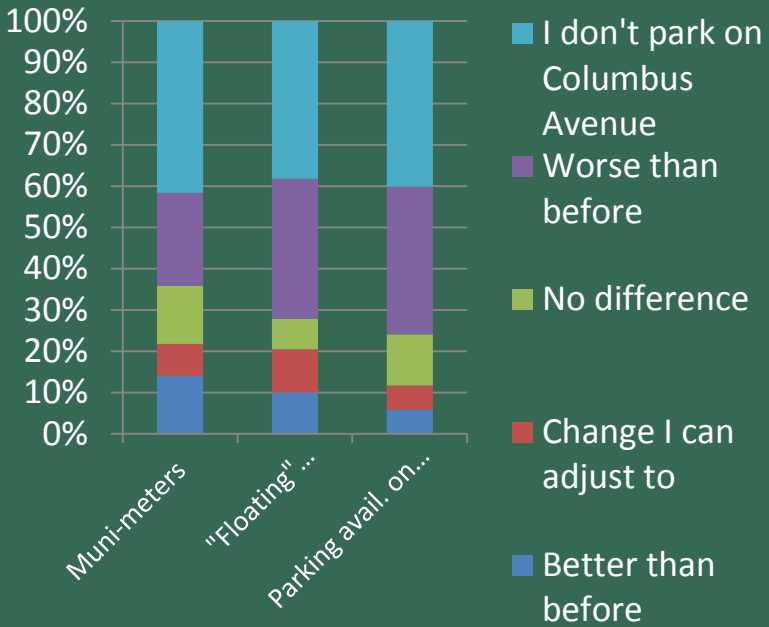
How safe do upper West Siders feel?



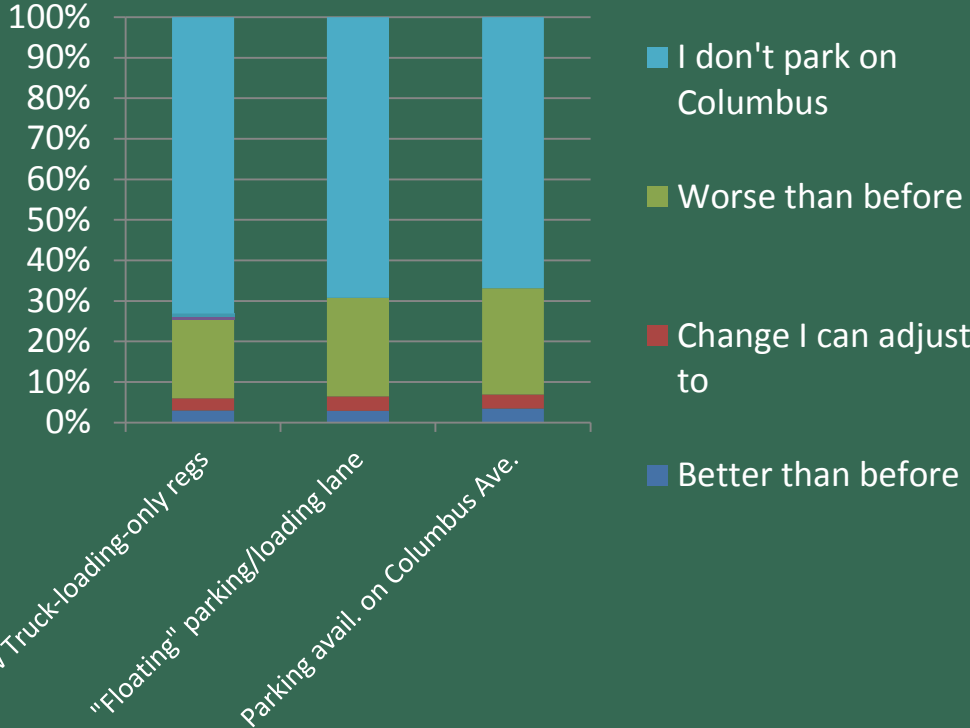
Findings

Maintain Vehicle Traffic Capacity - Driver Responses (293 of 908 survey participants self identified as drivers)

Residential Parking



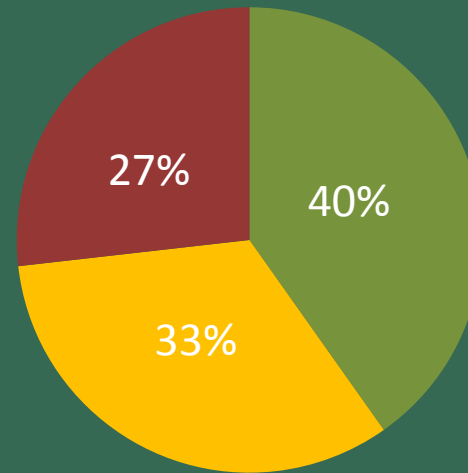
Commercial Deliveries



Findings

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

- ✓ 40%: The current design works for all road users (motorists, cyclists, and pedestrians)
- ✓ 33%: The current design is a good start but needs some changes to make it work better
- ✗ 27%: The current design does not work and should be substantially changed



Recommendations

- ✓ Signage and Markings
- ✓ Education and Enforcement
- ✓ Parking and Loading



Recommendations

Signage and markings

- ✓ More signage and markings to discourage cyclists riding the wrong way
- ✓ More signs instructing cyclists to yield to pedestrians
- ✓ Clearer signage at left hand turns
- ✓ Signage to encourage pedestrians to wait on islands rather in the bike lane



Recommendations

Education and Enforcement

- ✓ Increased community outreach
- ✓ More collaboration with NYPD when bike lane is in peak usage
- ✓ Additional education campaigns



Recommendations

Parking and Loading Spaces

- ✓ Explore ways to ease loss of residential spots and loading zones
- ✓ More collaboration with local NYPD Precincts and NYPD traffic “hot spots”
- ✓ Regular feedback/outreach to Columbus Avenue stores and residential buildings



THANK YOU & QUESTIONS

