

1st Avenue & East 124th Street

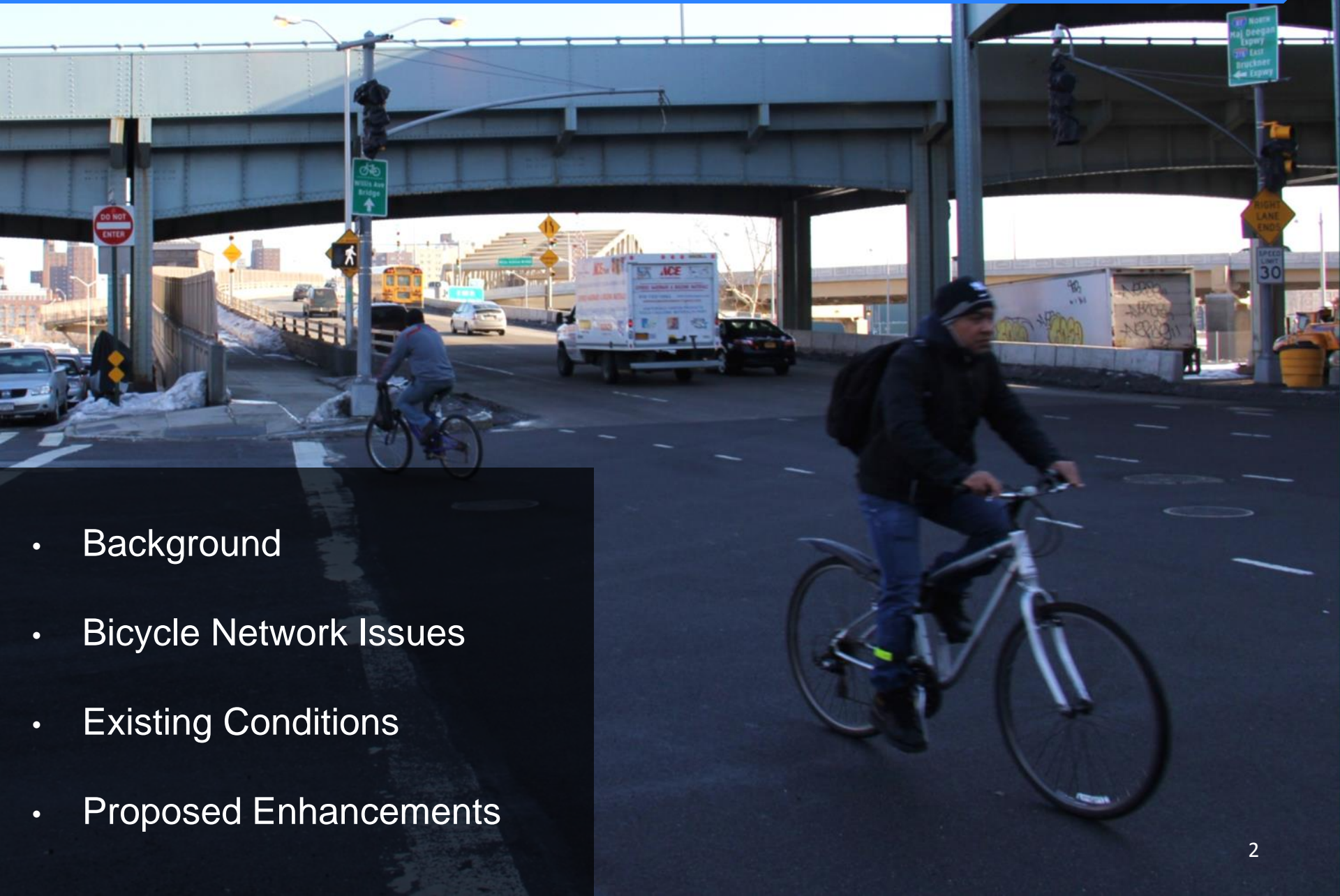
Bicycle and Pedestrian Safety Improvements

2016



New York City Department of Transportation
Presented February 2, 2016 to Manhattan CB 11 Public Safety & Transportation Committee

Presentation Overview



- Background
- Bicycle Network Issues
- Existing Conditions
- Proposed Enhancements

Background

- Willis Ave Bridge replaced in 2012
- 2014 NYCDOT project added shared path signage and markings to bridge bicycle/pedestrian path



New Willis Ave Bridge towed up the East River, July 2012

Bicycle Network Issues Near the Willis Ave Bridge



No southbound bicycle connection
from Willis Ave Bridge to 2nd Ave

RFK Bridge
Path Entrance

2nd Ave
parking
protected
bicycle
lane

No northbound bicycle connection
from 1st Ave to RFK Bridge

Willis Ave
Bridge
shared
path

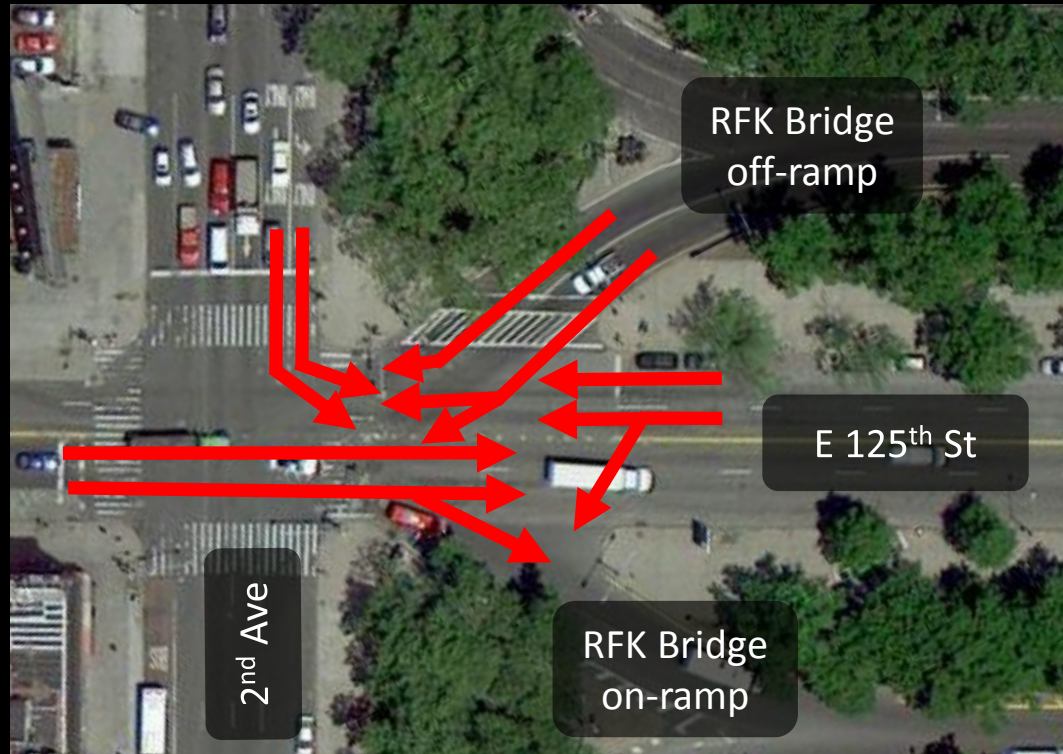
E 125th St

RFK On-Ramp

1st Ave
bicycle
lane

E 124th St

E 125th St at 2nd Ave Existing Conditions



- Complex 6-leg intersection with 3 phase signal operation
- Bicycle connection from Willis Ave Bridge to 2nd Ave protected bicycle lane via E 125th St is difficult, fraught with conflicting vehicle paths

1st Ave – E 124th St to E 125th St Existing Conditions



40% of cyclists observed on 1st Ave between the Willis Ave Bridge and E 124th St were traveling against traffic

Southbound Bicycle Route Issues Near the Willis Ave Bridge

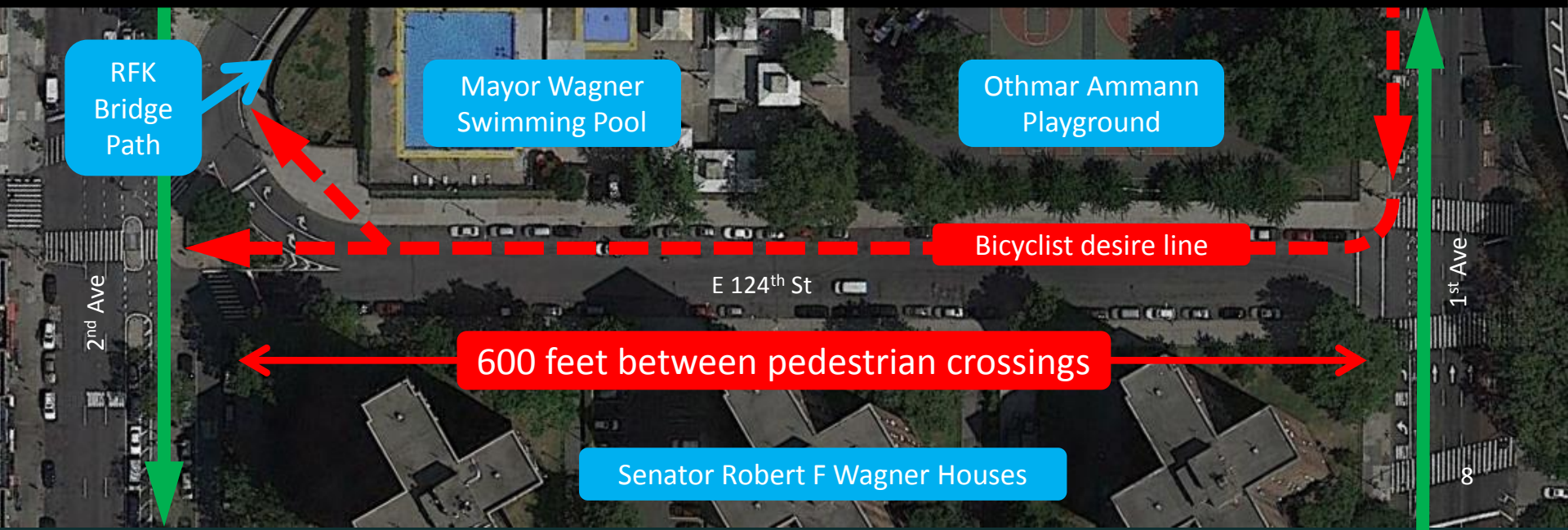


Legal Bicycle Connection



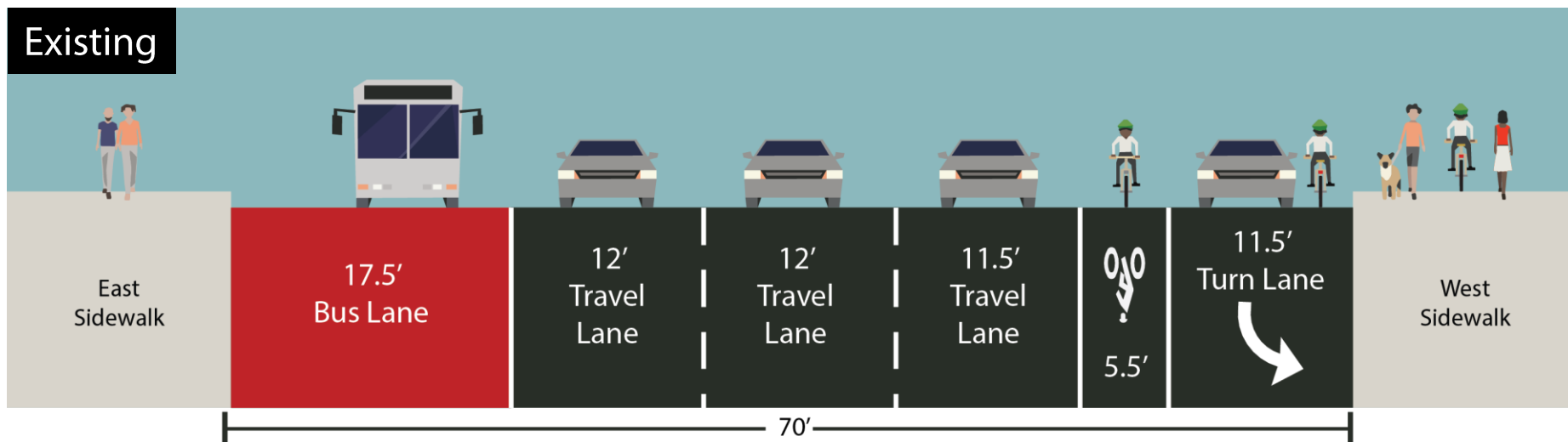
Bicyclist Desire Line

E 124th St – 1st Ave to 2nd Ave Existing Conditions

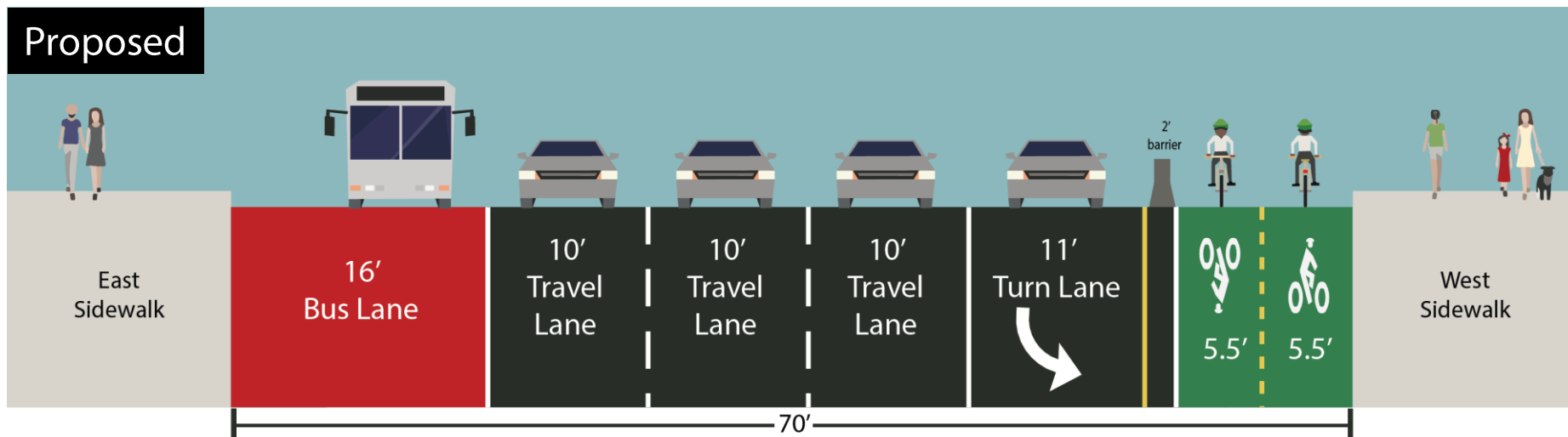


1st Ave – E 124th St to E 125th St Proposed Enhancements

Existing



Proposed



Example of Barrier-Protected 2-way Bicycle Lanes

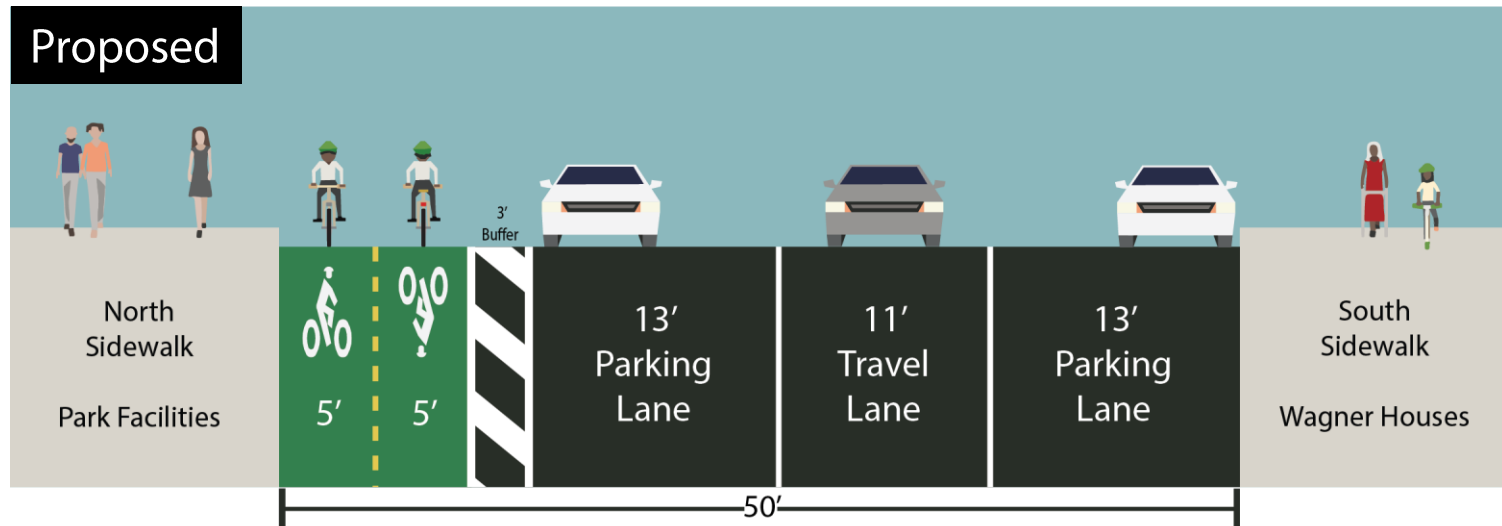


E 124th St - 1st Ave to 2nd Ave Proposed Enhancements

Existing



Proposed

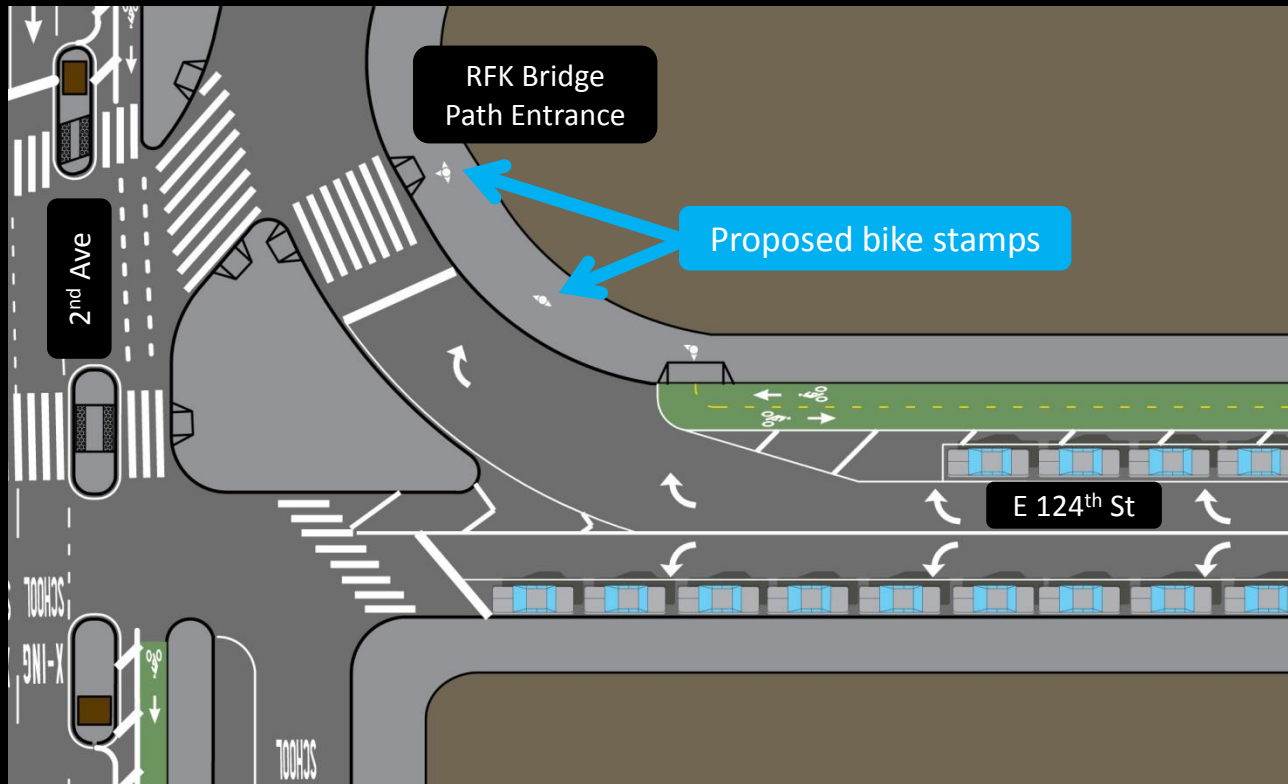


Example of Parking-Protected 2-way Bicycle Lanes



Proposed Enhancement: Bike Stamp Connections

- Use bike stamps to guide bicyclists from the proposed E 124th St protected bike lanes to the RFK Bridge path and the 2nd Ave protected bike lane
- Mark turn lanes to organize traffic



Proposed Enhancement: Midblock Enhanced Crossing

- Install uncontrolled midblock enhanced pedestrian crossing with concrete pedestrian island on E 124th St
- Requires the removal of two parking spaces, maintaining 96% of on-street parking capacity*
- Improves pedestrian access to park facilities and calms traffic



Proposed crossing location in front of 350 E 124th St



* Current on-street parking capacity for E 124th St between 1st Ave & 2nd Ave is 49 spaces

Examples of Pedestrian Crossings

Pedestrian Island in Floating Parking Lane



Enhanced Crossing



Summary

Proposed Enhancements:

- Barrier-protected 2-way bicycle lane on 1st Ave, E 124th St to E 125th St
- Parking-protected 2-way bicycle lane on E 124th St, 1st Ave to 2nd Ave
- Bike stamps guiding bicyclists between protected bicycle lanes on E 124th St and 2nd Ave, and RFK Bridge shared path
- Mid-block pedestrian crossing with concrete pedestrian island on E 124th St

Benefits:

- Improved bicycle connection from Willis Ave Bridge to 2nd Ave protected bicycle lane
- Improved bicycle connection from 1st Ave protected bicycle lane to RFK Bridge
- Improved pedestrian safety and access to park facilities on E 124th St

Questions?

Thank
You