

First Avenue/Second Avenue Bicycle Route Extensions



Commissioner Janette Sadik-Khan, New York City Department of Transportation



Agenda

- Summary of 2010 Implementation
- Traffic, Bicycle and Pedestrian Data
- 2011 Implementation

2010 Implementation



- Significant expansion of the Manhattan avenue protected bicycle path mileage
- Installed over 50 pedestrian refuge islands

Traffic Data

PM Peak Hour Traffic Volumes

First Avenue



Second Avenue



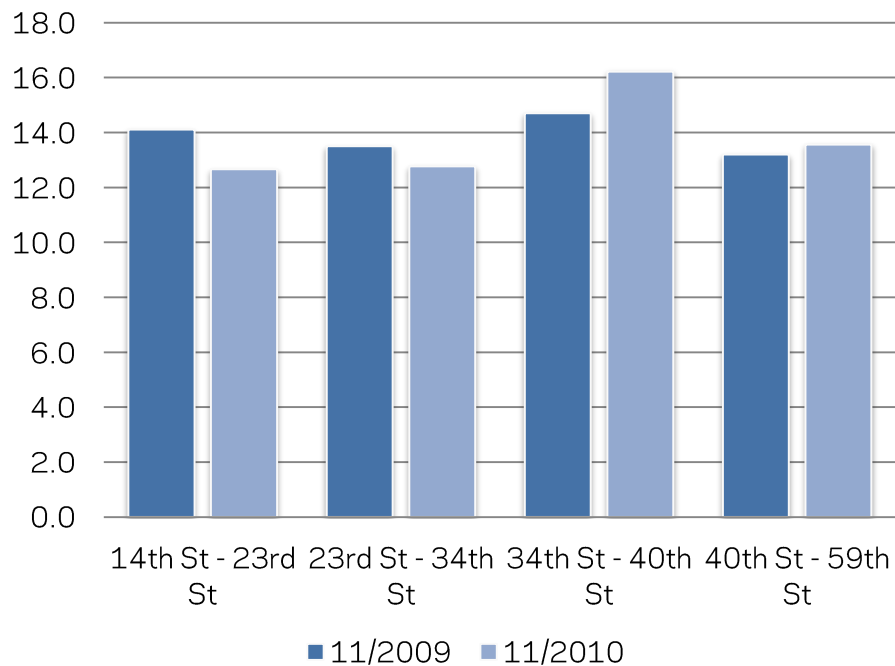
Very minor changes in traffic volumes through project area

PM Peak hour: 5:30 pm to 6:30 pm
Before data collected June 9-15, 2009
After data collected April 4-10, 2011

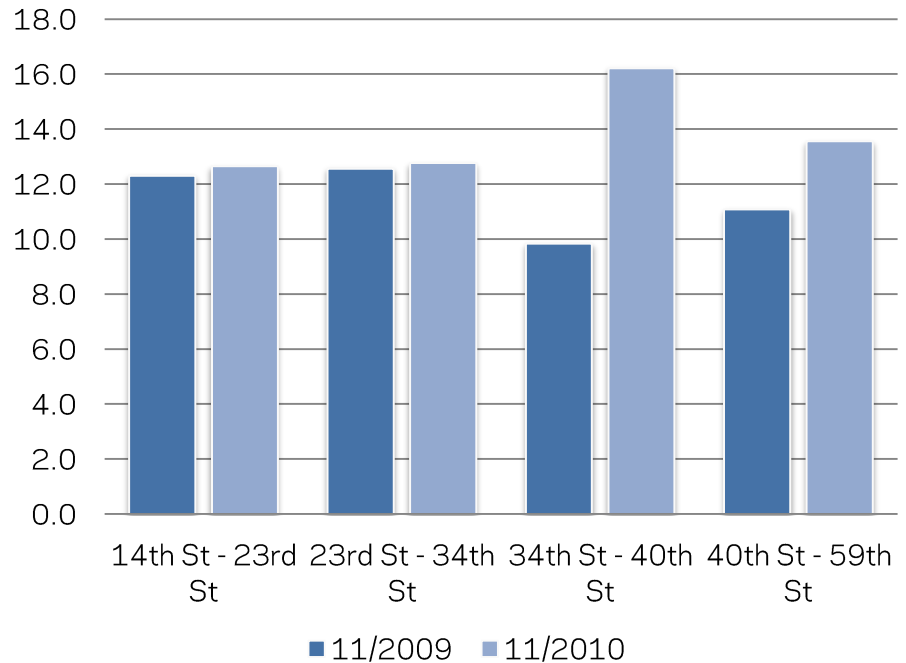
Traffic Data

Taxi Speeds

First Avenue



Second Avenue



Traffic speeds remained mostly level through project area

Safety Data

First Avenue

1st St to 34th Street

	Before		After	Percent change
	Total Before	Average per 4 months		
Crashes	521	173.7	165	-5.0%
Crashes with injuries	107	35.7	24	-32.7%
Total Injuries	121	40.3	26	-35.5%

Before period: 12/01/07-03/31/08,
12/01/08 - 03/31/09, 12/01/09 - 03/31/10

After period: 12/01/10 - 03/31/11

Source:

NYPD Accident Database (TAMS data)

Second Avenue

34th Street to 1st St

	Before		After	Percent change
	Total Before	Average per 6 months		
Crashes	983	327.7	300	-8.4%
Crashes with injuries	218	72.7	56	-22.9%
Total Injuries	239	79.7	62	-22.2%

Before period: 10/01/07 - 03/31/08,
10/01/08 - 03/31/09, 10/01/09 - 03/31/10

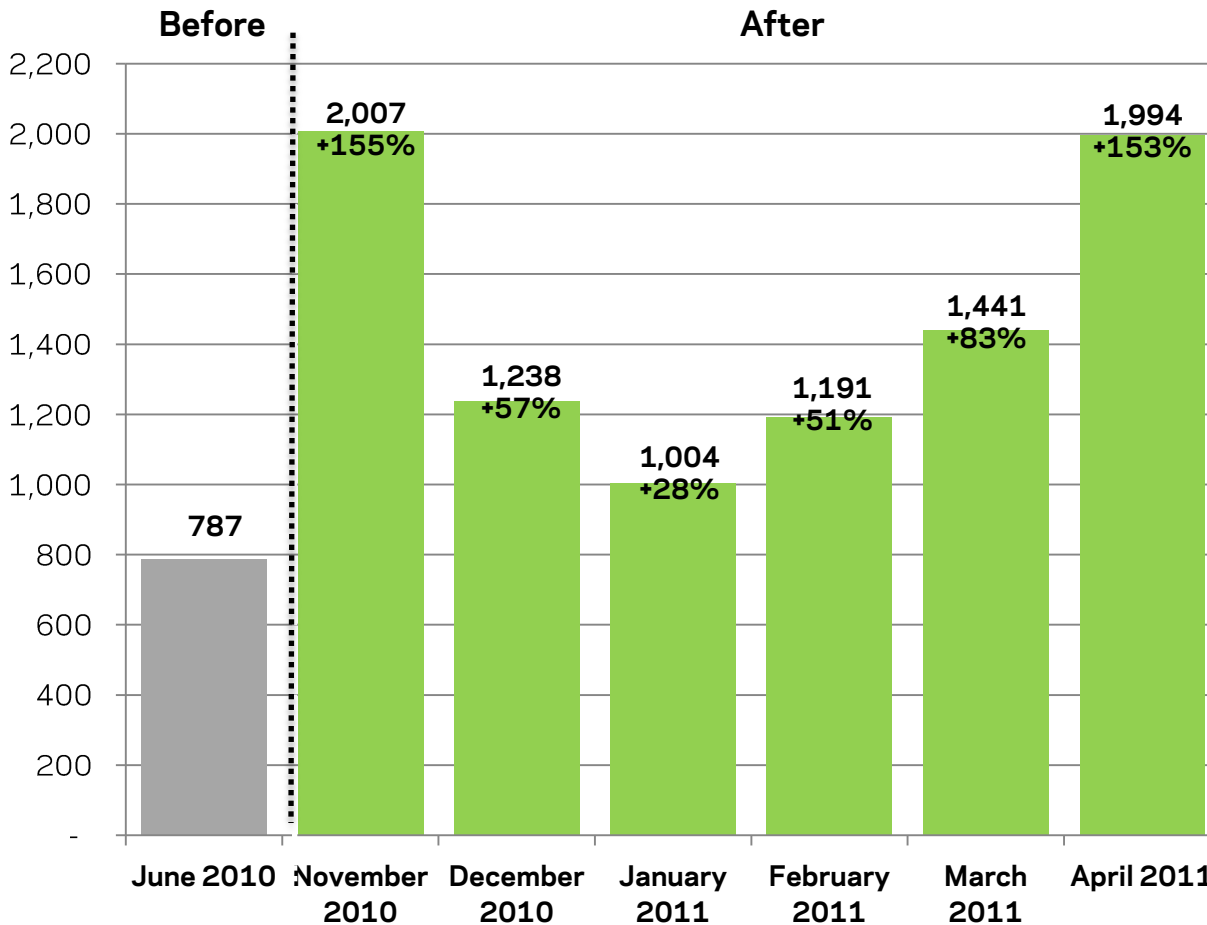
After period: 10/01/10 - 03/31/11

Bicycle Volumes - Weekdays

First Avenue

Between St Marks Pl and E 9th St

Cyclist Volumes - 12 Hour: 7am-7pm, Weekdays



Notes:

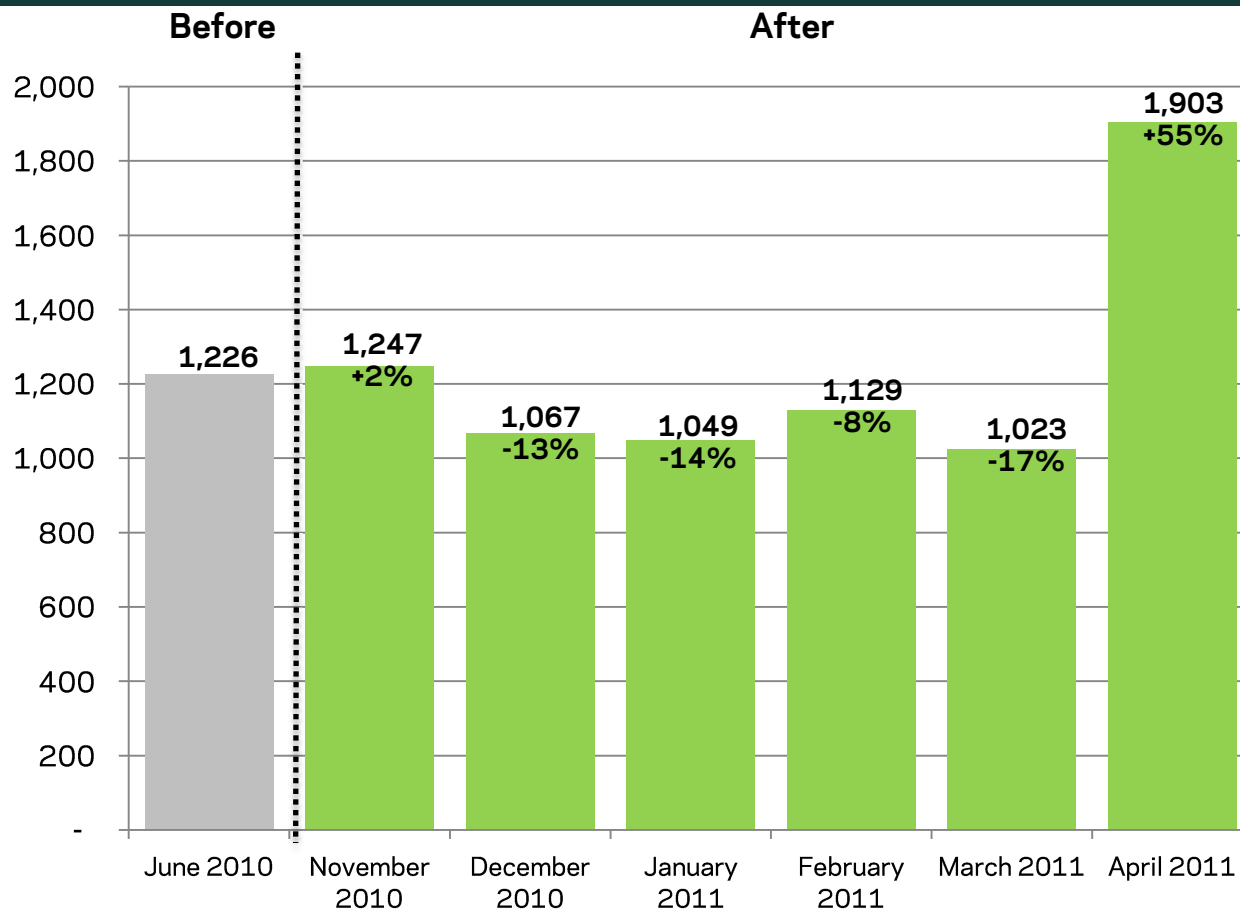
Data from a single weekday count (06/29/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11)

Bicycle Volumes - Weekdays

Second Avenue

Between St Marks Pl and E 9th St

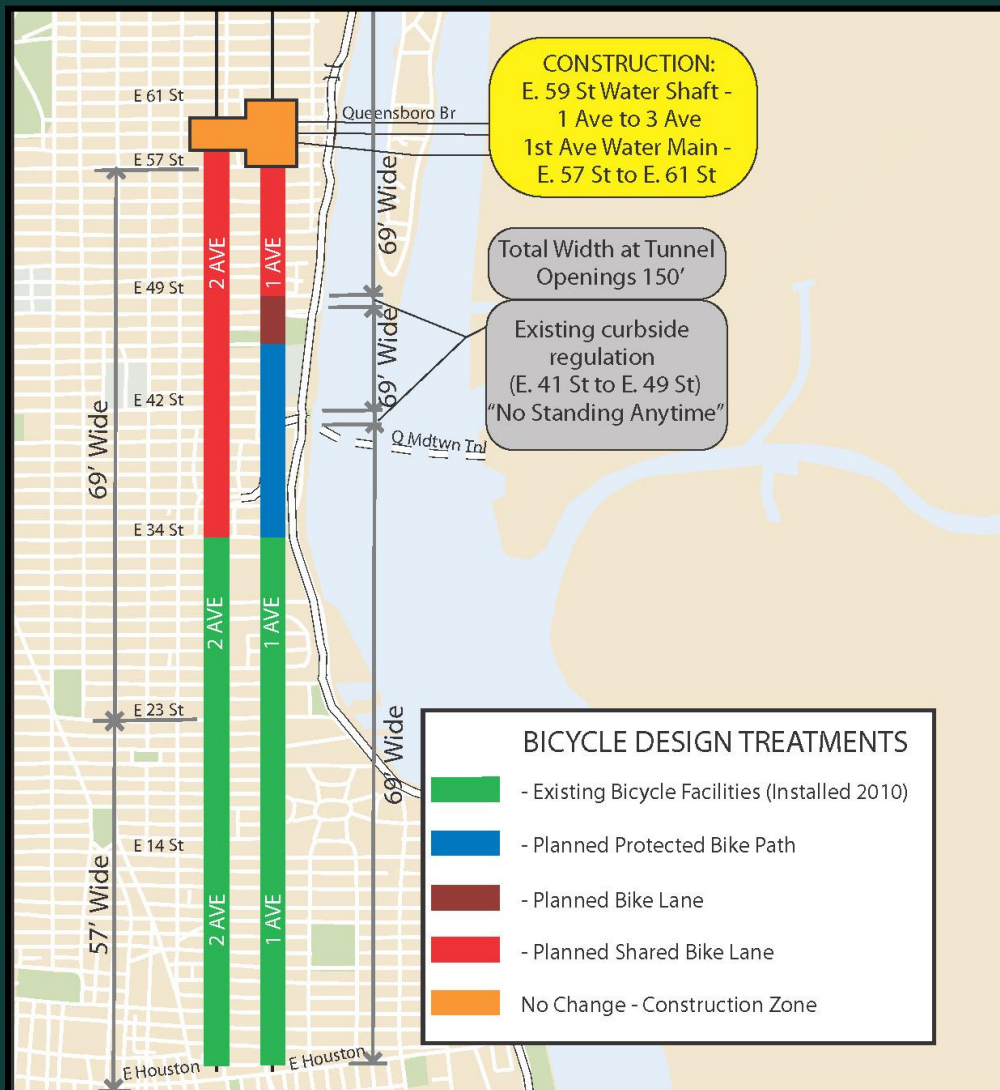
Cyclist Volumes - 12 Hour: 7am-7pm, Weekdays



Notes:

Data from a single weekday count (06/24/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11)

Planned 2011 Bicycle Facilities



2010: Bike paths installed below 34th Street

2011: Extend bike facilities to 59th Street

Existing Cycling Volume at 50th Street:

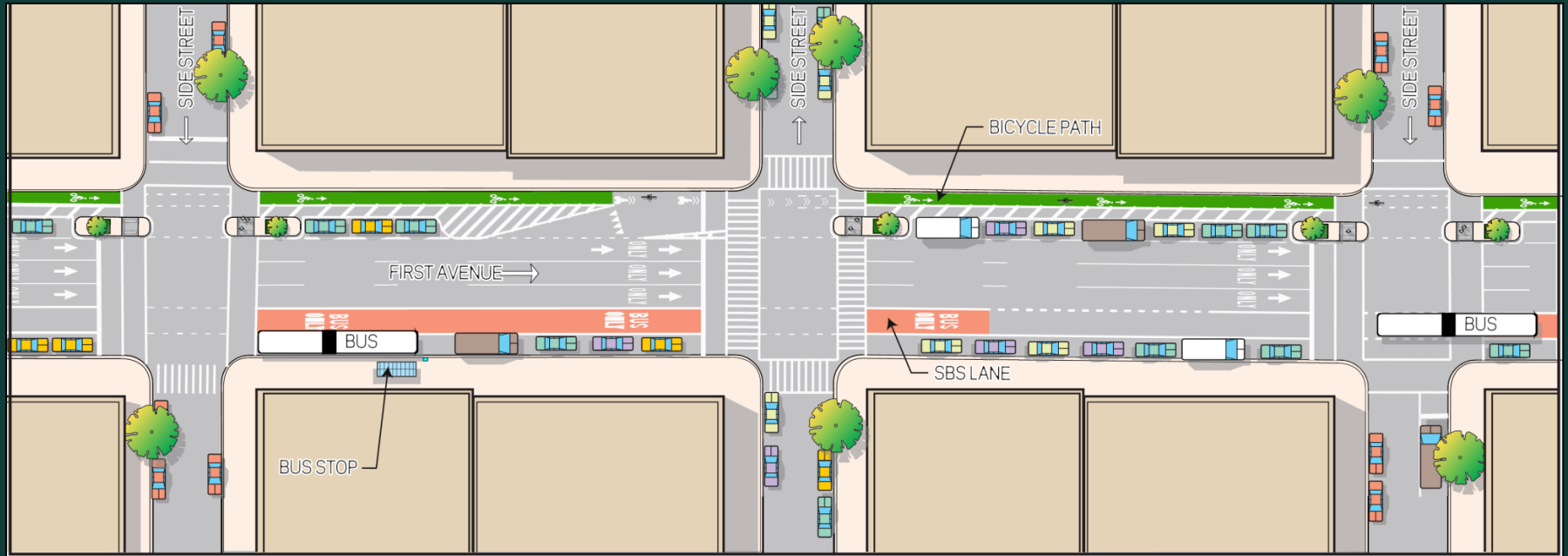
First Ave: 828*

Second Ave: 1,118*

*Average of 3 single day counts (7am-7pm) May, August and September 2010

Protected Bicycle Path

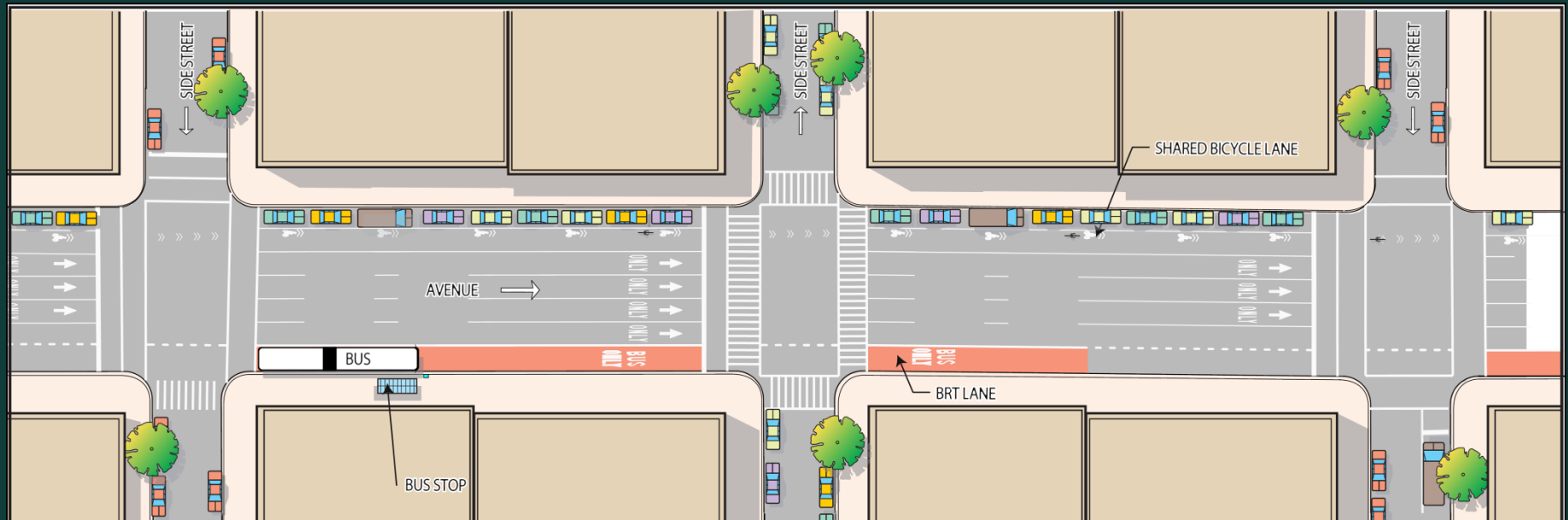
E 34th Street to E 46th Street



- Mixing Zones - accommodate vehicle/bike turning conflict
- Pedestrian Islands (12) - Shorten pedestrian crossings
- Total protection for cyclists mid-block
- No loss of loading zone space
- 16 total parking spaces repurposed for pedestrian islands and mixing zones
- E 46th Street to E 49th Street- bike lane

Shared Bicycle Lane

First Avenue - East 49th St to East 57th St
Second Avenue - East 59th St to East 34th St



- High vehicle volumes to/from QBB, to QMT
- Modified shared lane design to enhance cyclist's safety
 - Additional shared lane bike symbols
 - Solid lane striping, discourages unnecessary lane changing
 - Opportunity for additional overhead signage
- No loss of loading zones
- No loss of parking spaces
- Increase in availability of weekday parking/ loading spaces due to removal of peak period restrictions:
 - 1st Ave: Daytime parking capacity increasing 31%
 - 2nd Ave: Daytime parking capacity increasing 45%

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Thank
You