

First & Second Avenues Complete Street Extension Community Board 11



Commissioner Janette Sadik-Khan, New York City Department of Transportation
September 6, 2011

Agenda

- Summary of 2010 & 2011 Implementation
- Traffic, Bicycle and Pedestrian Data
- Future Implementation CB11

2010 & 2011 Implementation

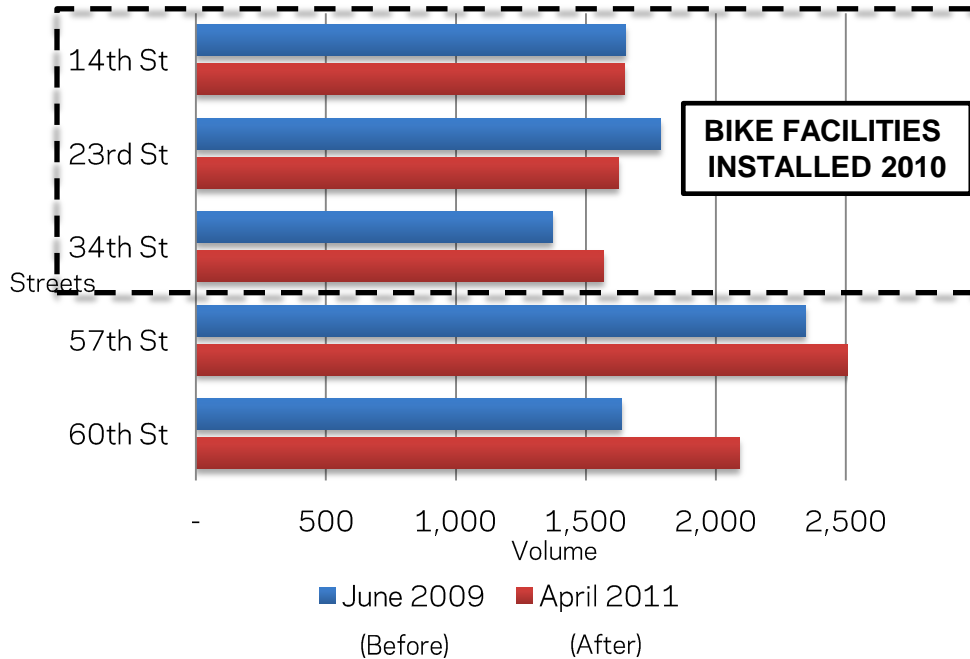


- Limits: 2010 - Houston St to E 34th St, 2011- E 34th St to E 57th St (on-going)
- Significant expansion protected bicycle paths
- Installed over 45 pedestrian safety islands

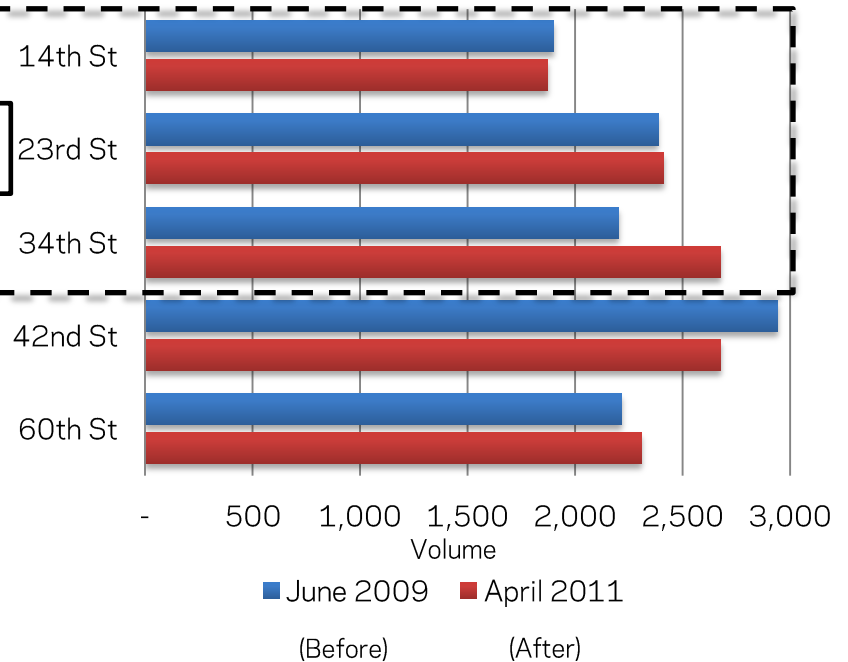
Traffic Data

Traffic Volumes - PM Peak Hour (5:30p to 6:30p)

First Avenue



Second Avenue



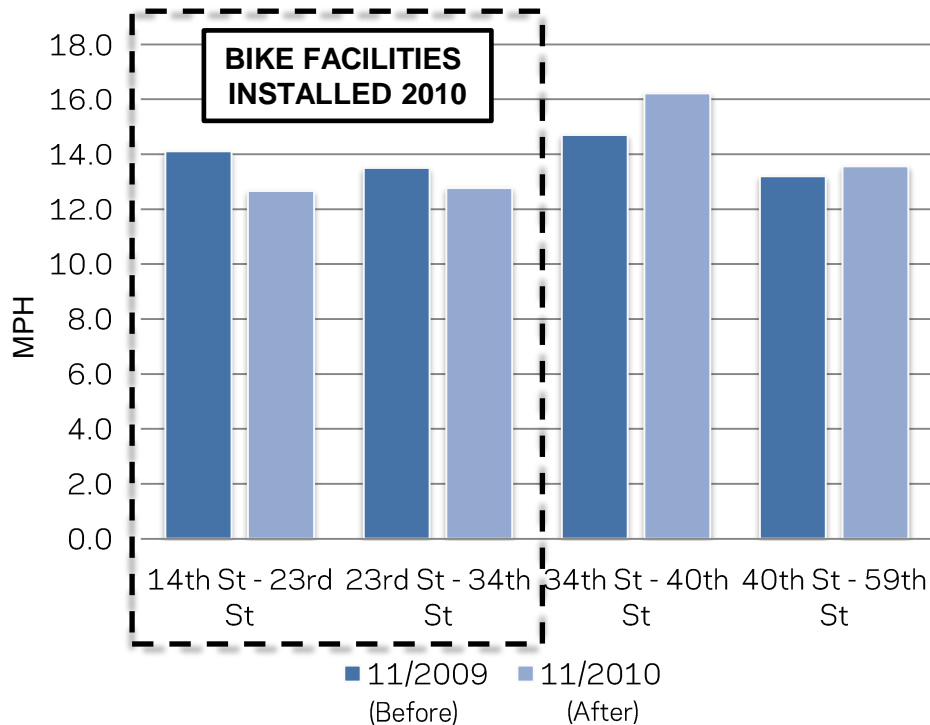
Very minor changes in traffic volumes through project area after travel lane reductions

- First Avenue - Travel lanes reduced from 5 lanes to 3 lanes
- Second Avenue - Travel lanes reduced from:
 - 5 lanes to 4 lanes (34th St to 23th St)

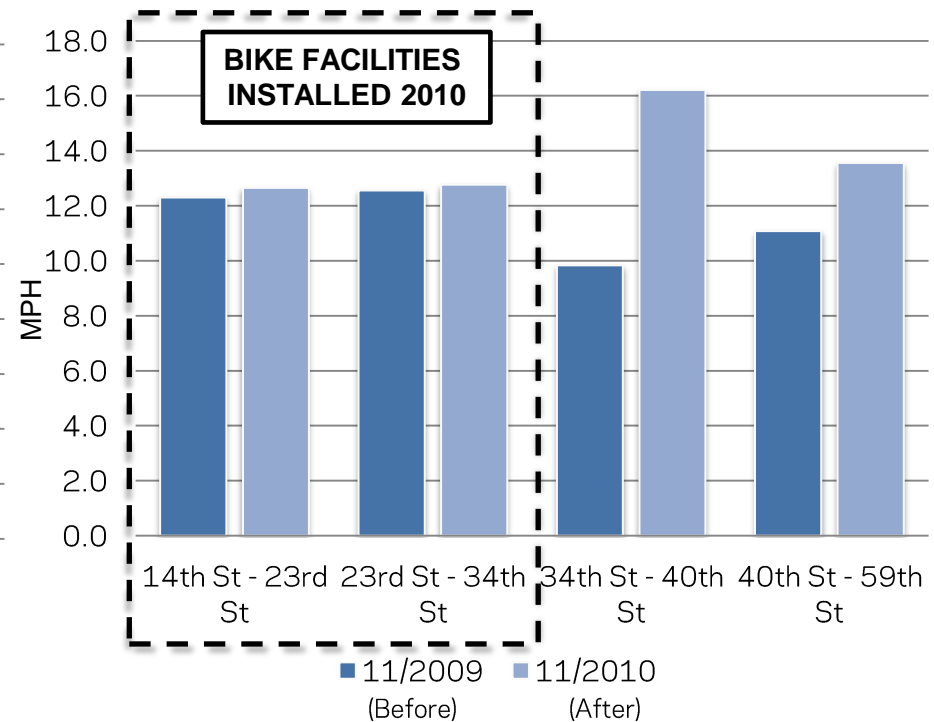
Traffic Data

Taxi Speeds

First Avenue



Second Avenue



Travel times remained level through project area after travel lane reductions

- First Avenue - Travel lanes reduced from 5 lanes to 3 lanes
- Second Avenue - Travel lanes reduced from:
 - 5 lanes to 4 lanes (34th St to 23th St)

Safety Data

First Avenue – Before/After Crash Analysis Between 1st St to 34th St

	Before Period*		After: 12/1/10 to 06/30/11	Percent Change
	Total Before	Average per 7 Months		
Crashes	925	308.3	277	-10.2%
Crashes w/ Injury	183	61	40	-34.4%
Total Injuries	208	69.3	44	-36.5%

*Before period: 12/01/07 to 06/30/08, 12/01/08 to 06/30/09, 12/01/09 to 06/30/10

- Crashes are down **10%**
- Crashes that cause injuries are down **34%**
- Injuries to all street users are down **37%**

Safety Data

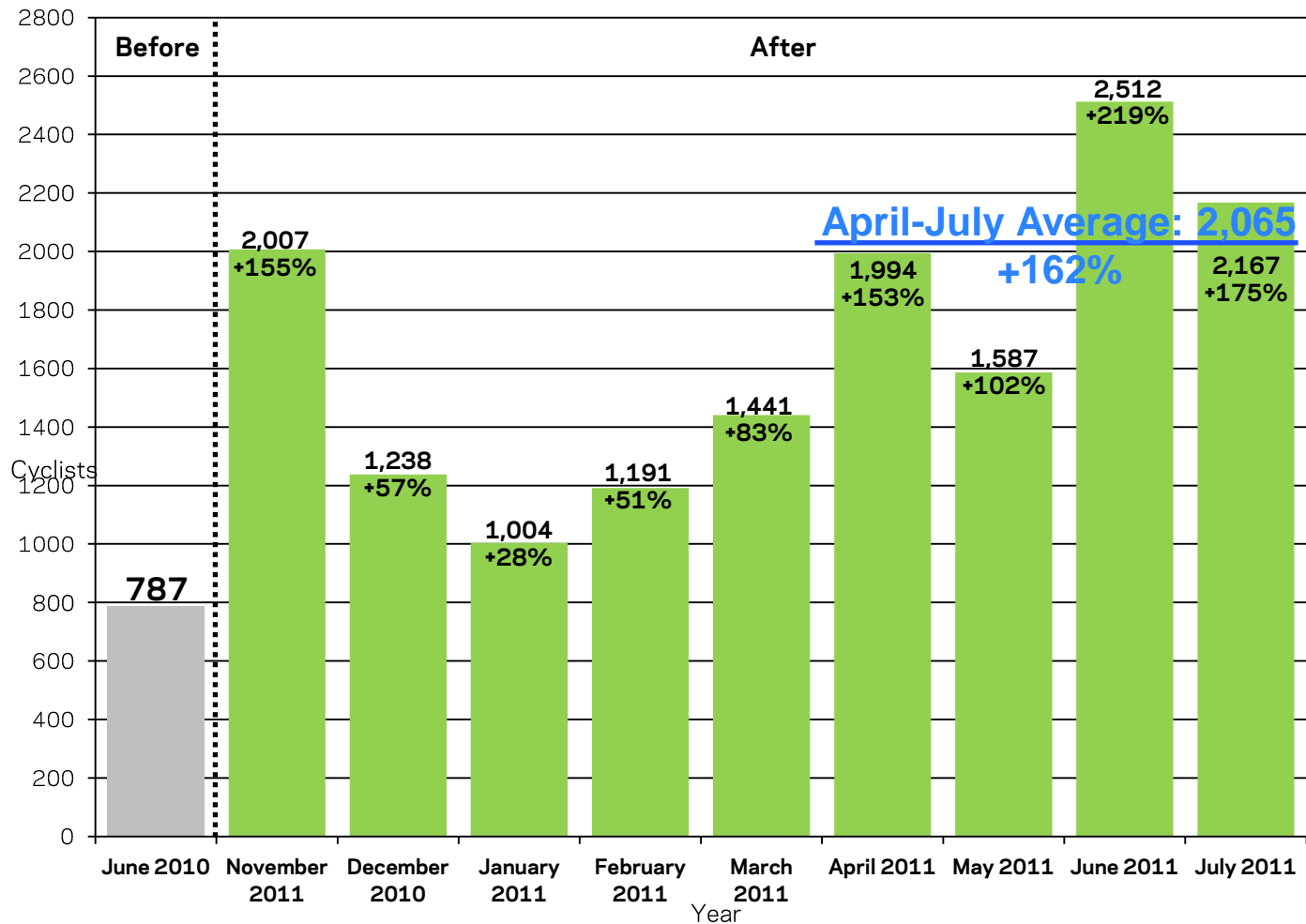
Second Avenue – Before/After Crash Analysis Between 34th St to 1st St

	Before Period*		After: 10/1/10 to 06/30/11	Percent Change
	Total Before	Average per 9 Months		
Crashes	1,499	499.7	453	-9.3%
Crashes w/ Injury	292	97.3	88	-9.6%
Total Injuries	328	109.3	97	-11.3%

*Before period: 10/01/07 to 06/30/08, 10/01/08 to 06/30/09, 10/01/09 to 06/30/10

- Crashes are down **9%**
- Crashes that cause injuries are down **10%**
- Injuries to all street users are down **11%**

Bicycle Volumes - Weekday



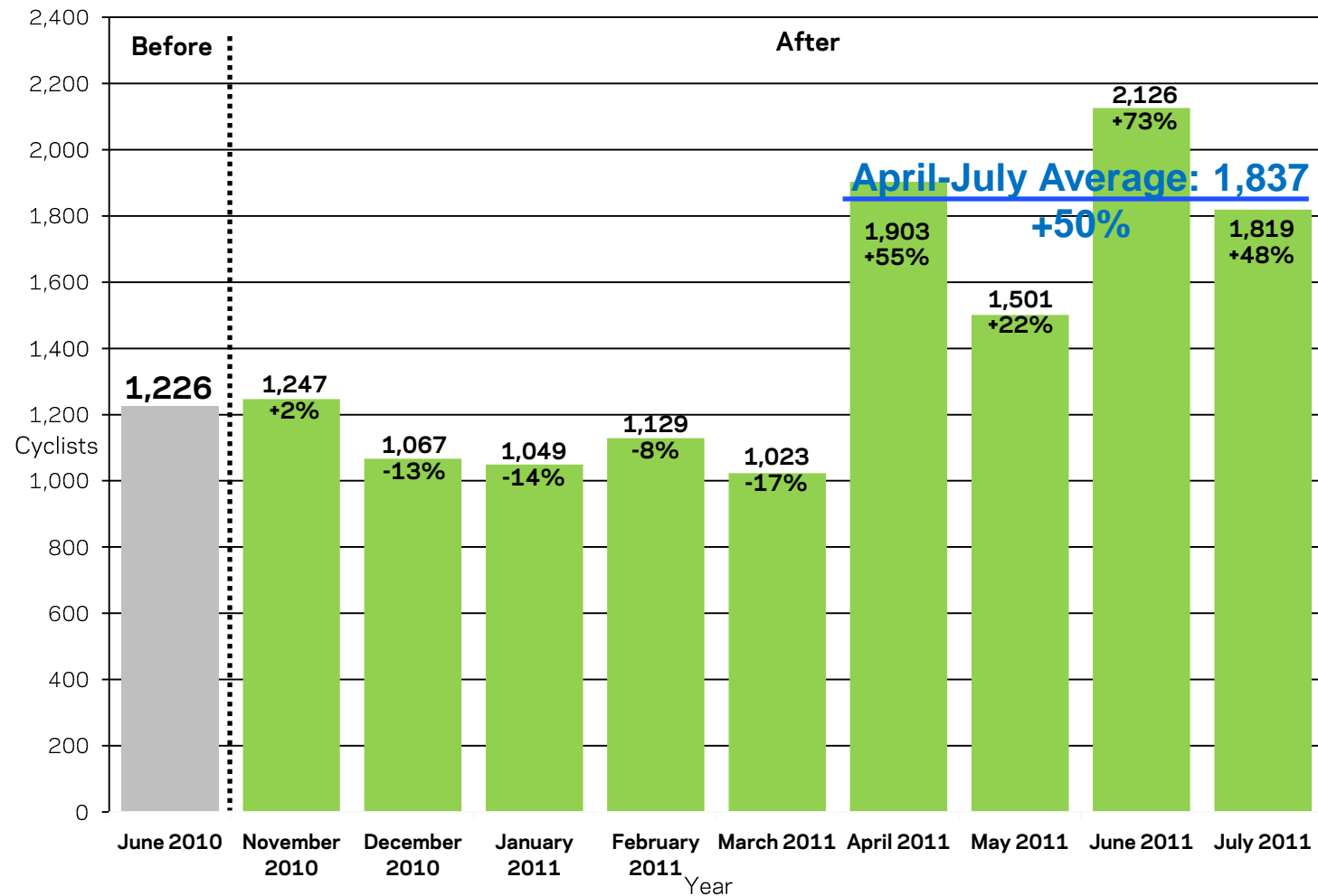
First Avenue

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, 05/03/11, 06/07/11, 07/07/11)

Bicycle Volumes - Weekday



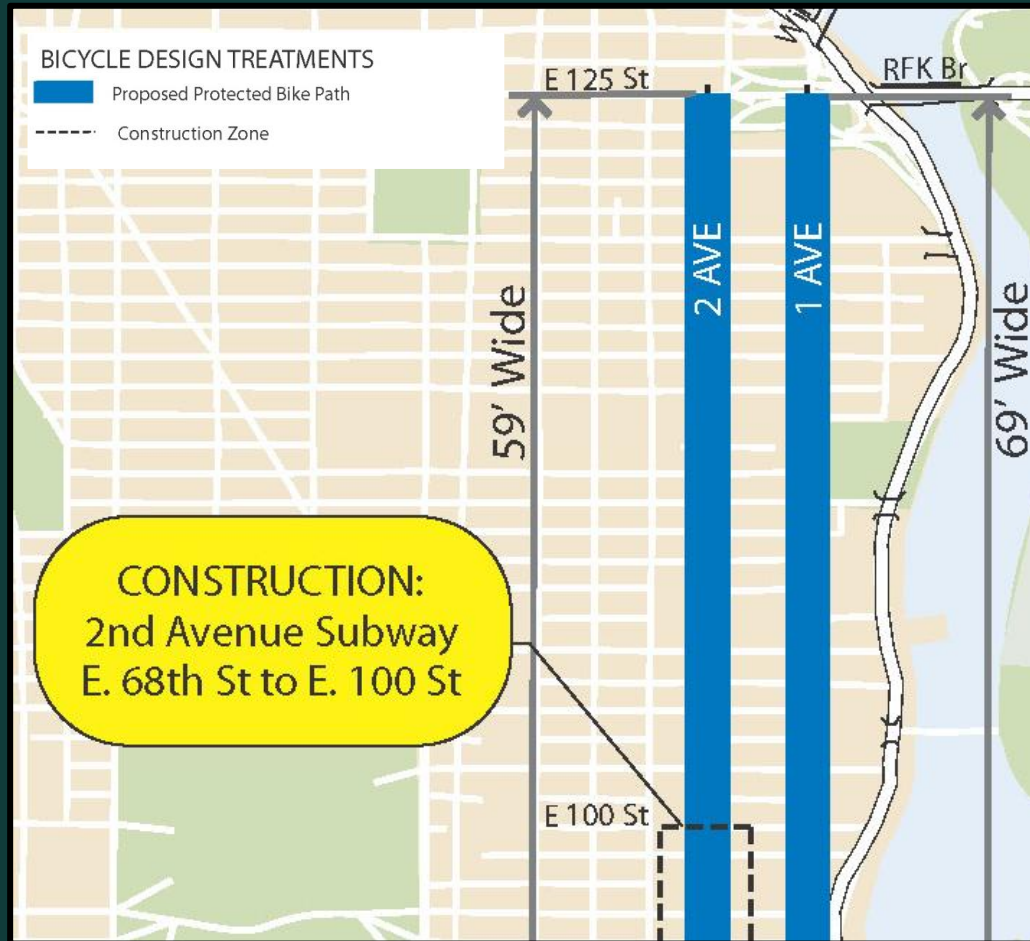
Second Avenue

Between St Marks Pl and E 9th St
Cyclist Volumes - 12 Hour: 7am-7pm, Weekdays

Notes:

Data from a single weekday count (06/29/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11, 05/03/11, 06/07/11, 07/07/11)

First & Second Ave Plan - CB11



- Bicycle facilities installed between E Houston and E 57th Street in 2010/2011
- Cycling volumes at E. 102nd Street
 - 227 on First Avenue *
 - 606 on Second Avenue *

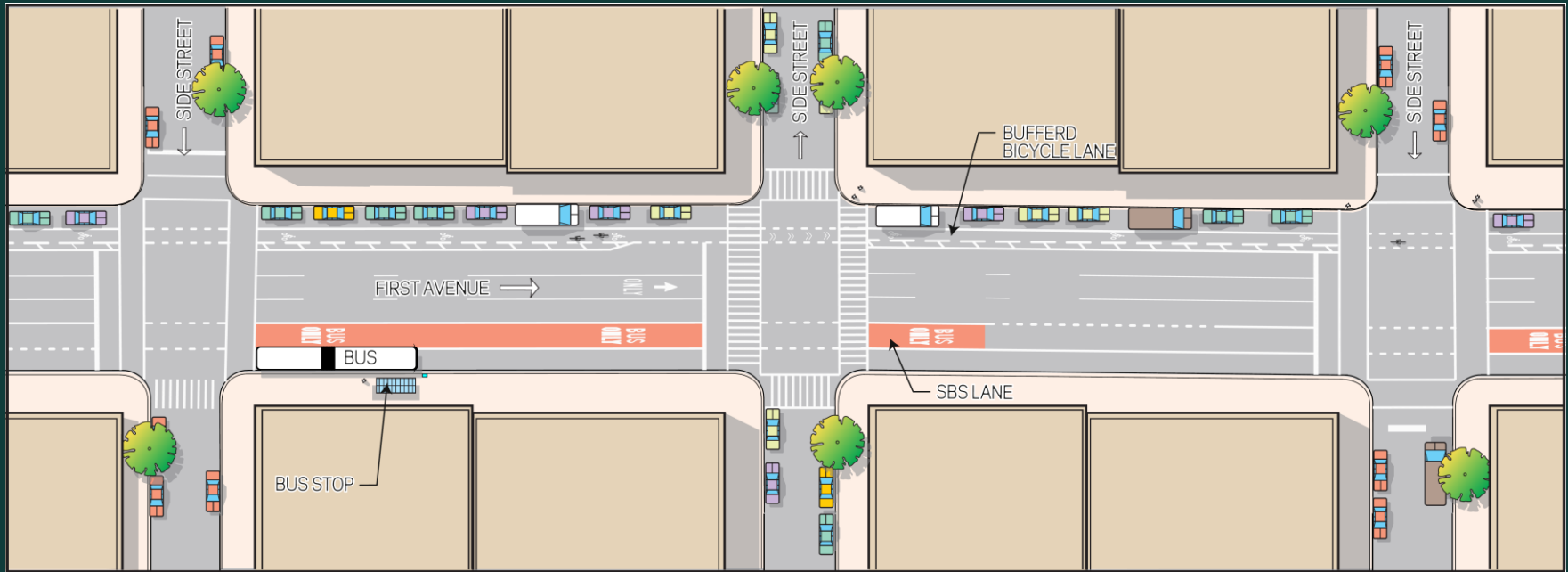
Design Treatments



- Mixing Zones – accommodate vehicle/bike turning conflict
- Pedestrian Islands – Shorten pedestrian crossings
- Total protection for cyclists mid-block
- No loss of loading zone space

Existing Conditions

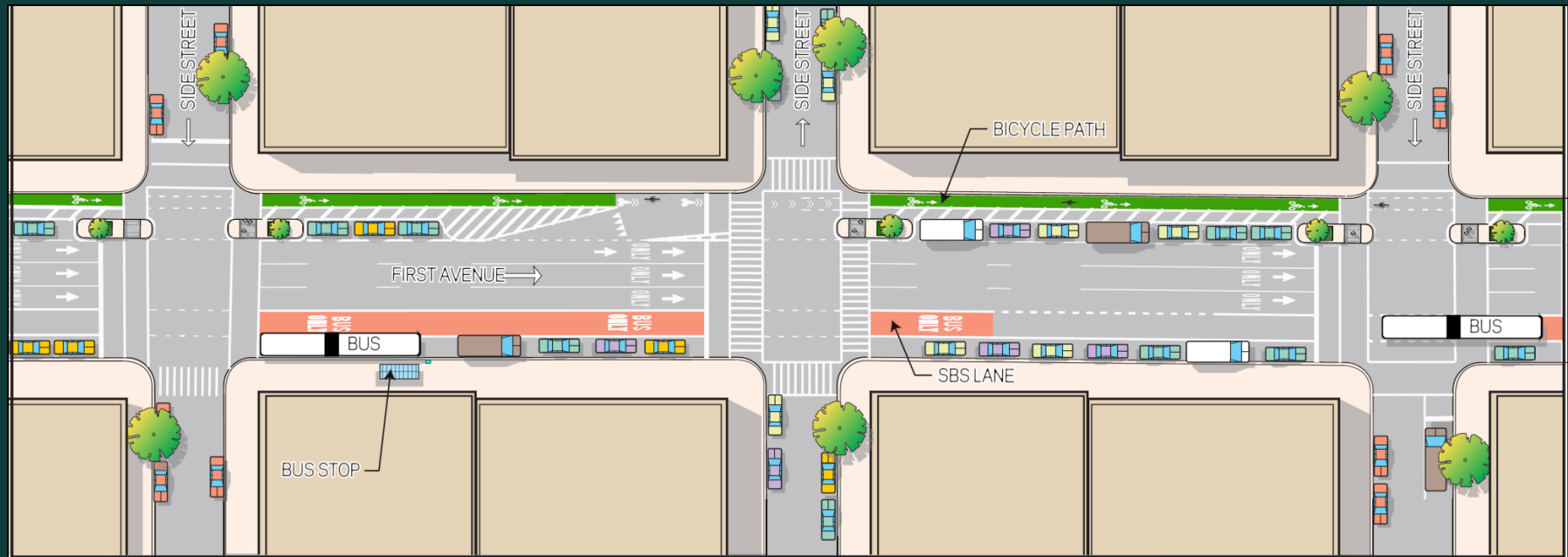
First Avenue: Existing Conditions E 96th Street to E 125th Street



- Curbside parking lanes
- Buffered bike lane (Upgraded in 2010)
- Three travel lanes
- Offset bus lane
- Peak Hour Vehicle Volume at 106th Street:
 - AM Peak: 1,465 (7:30a - 830a)
 - PM Peak: 1,441 (4:00p-5:00p)

Protected Bicycle Path

First Avenue: Typical Design E 96th Street to E 125th Street



Repurposed Parking Space	Parking Spaces Equivalents
Turn Lanes/ Mixing Zones	67
Pedestrian Islands	19
Total Spaces Repurposed	86
Total Existing Parking Spaces (96 th - 125 th)	515
Percent of Spaces Repurposed	17%

- Swap buffered bike lane with curbside parking lane
- No additional reduction of travel lanes
- Mixing Zones

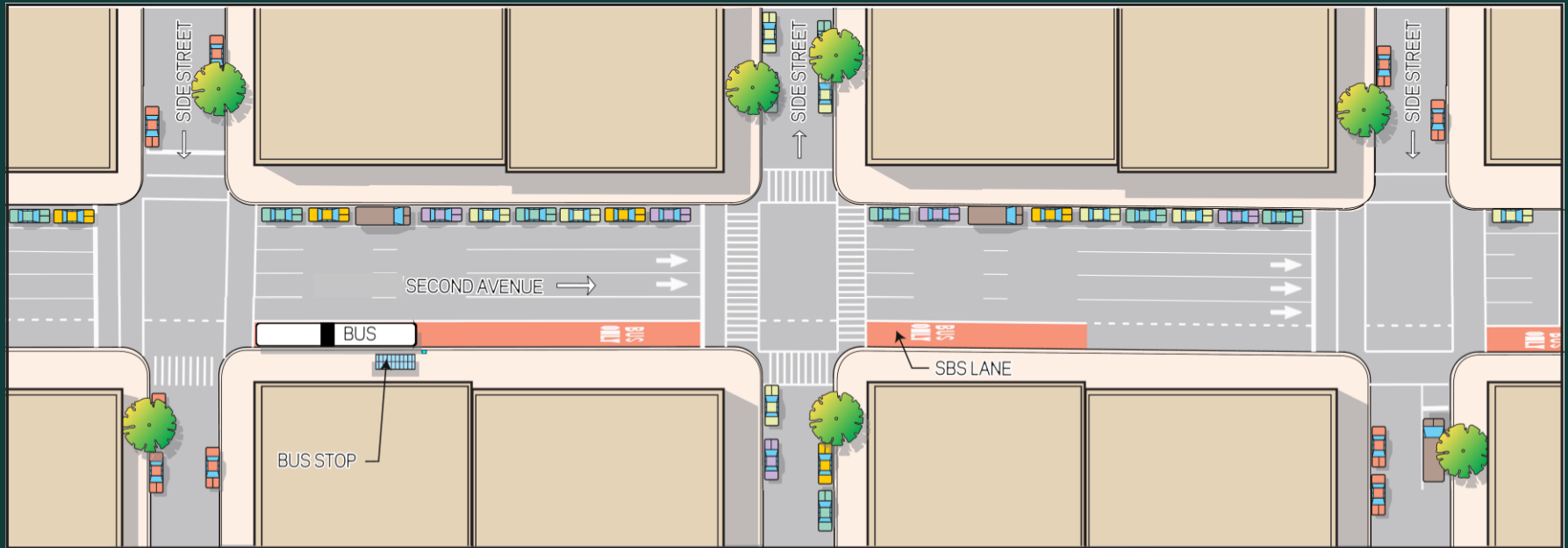
Similar Roadway Configuration



First Avenue at E. 6th Street

Existing Conditions

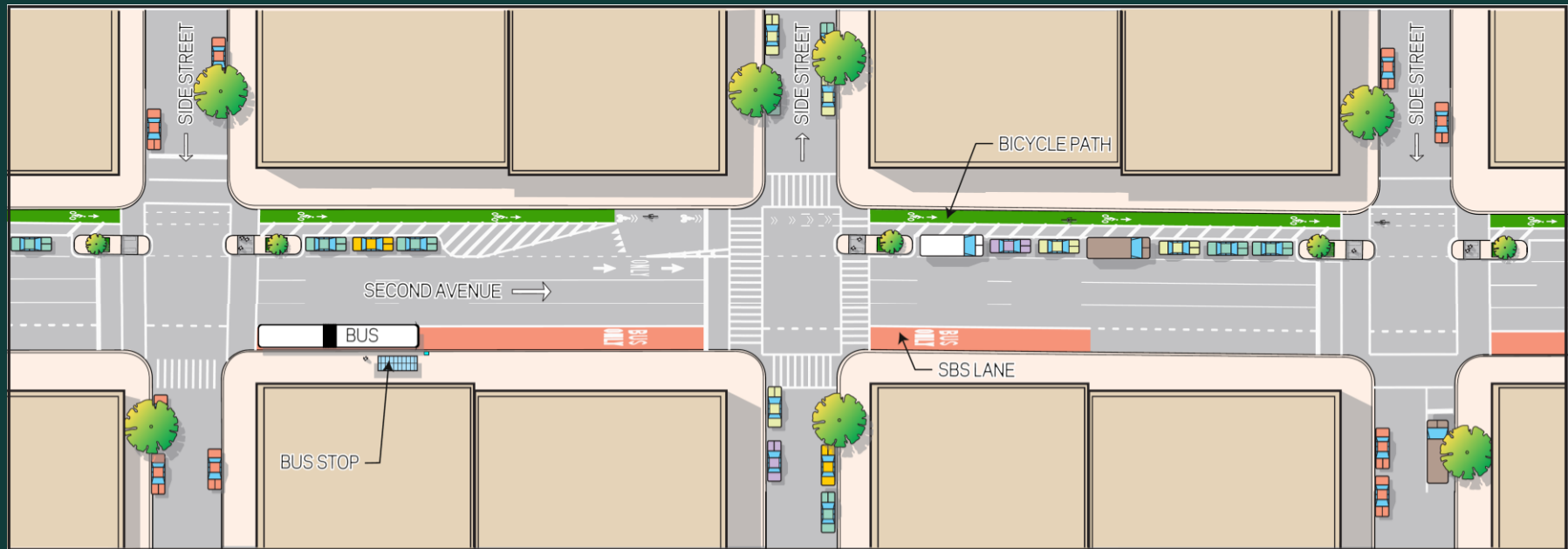
Second Avenue: Existing Conditions E 125th Street to E 96th Street



- Curbside parking lanes
- Four travel lanes
- Peak Hour Vehicle Volume at 106th Street:
 - AM Peak: 1,855 (7:30a - 8:30a)
 - PM Peak: 1,652 (5:00p-6:00p)
- Curbside bike lane

Protected Bicycle Path

Second Avenue: Typical Design E 125th Street to E 96th Street



Repurposed Parking Space	Parking Spaces Equivalents
Turn Lanes/ Mixing Zones	67
Pedestrian Islands	13
Total Spaces Repurposed	80
Total Existing Parking Spaces (125th – 96th)	418
Percent of Spaces Repurposed	19%

- Reduction of travel lanes from 4 lanes to 3 lanes
- Mixing Zones
- Same approximate traffic volume as 1st Ave at 23rd St (1,600+)
 - Also has same configuration
 - 3 travel lanes
 - bike path
 - curbside bus lane

Similar Roadway Configuration



Second Avenue at St. Marks Place

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Thank
You