First & Second Avenues Complete Street Extension Community Board 11

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

NEW YORK CITY DOT

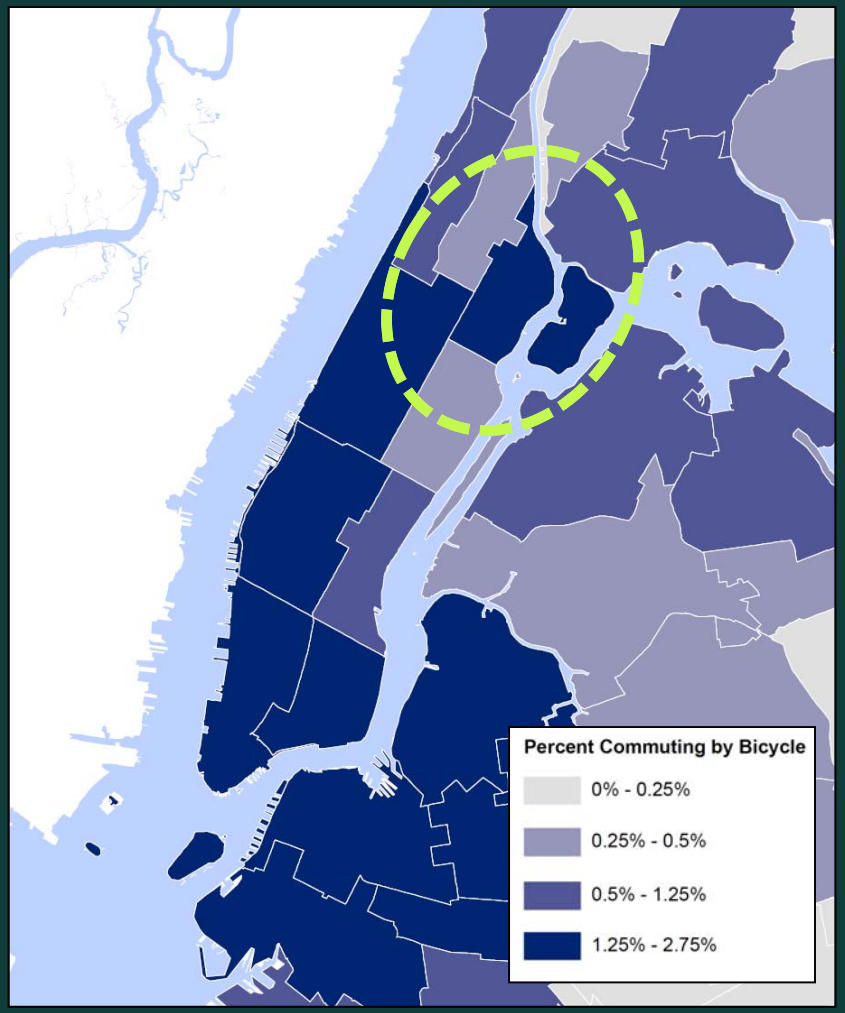
Agenda

- Trends:
  - US Census Bureau data
- Existing & Planned Conditions
- 2010-11 Implementation:
  - Recap of successful implementation
- Summary & Benefits

NYC Trends

Percent of Workers Commuting by Bicycle*

US Census Bureau 2008-2010



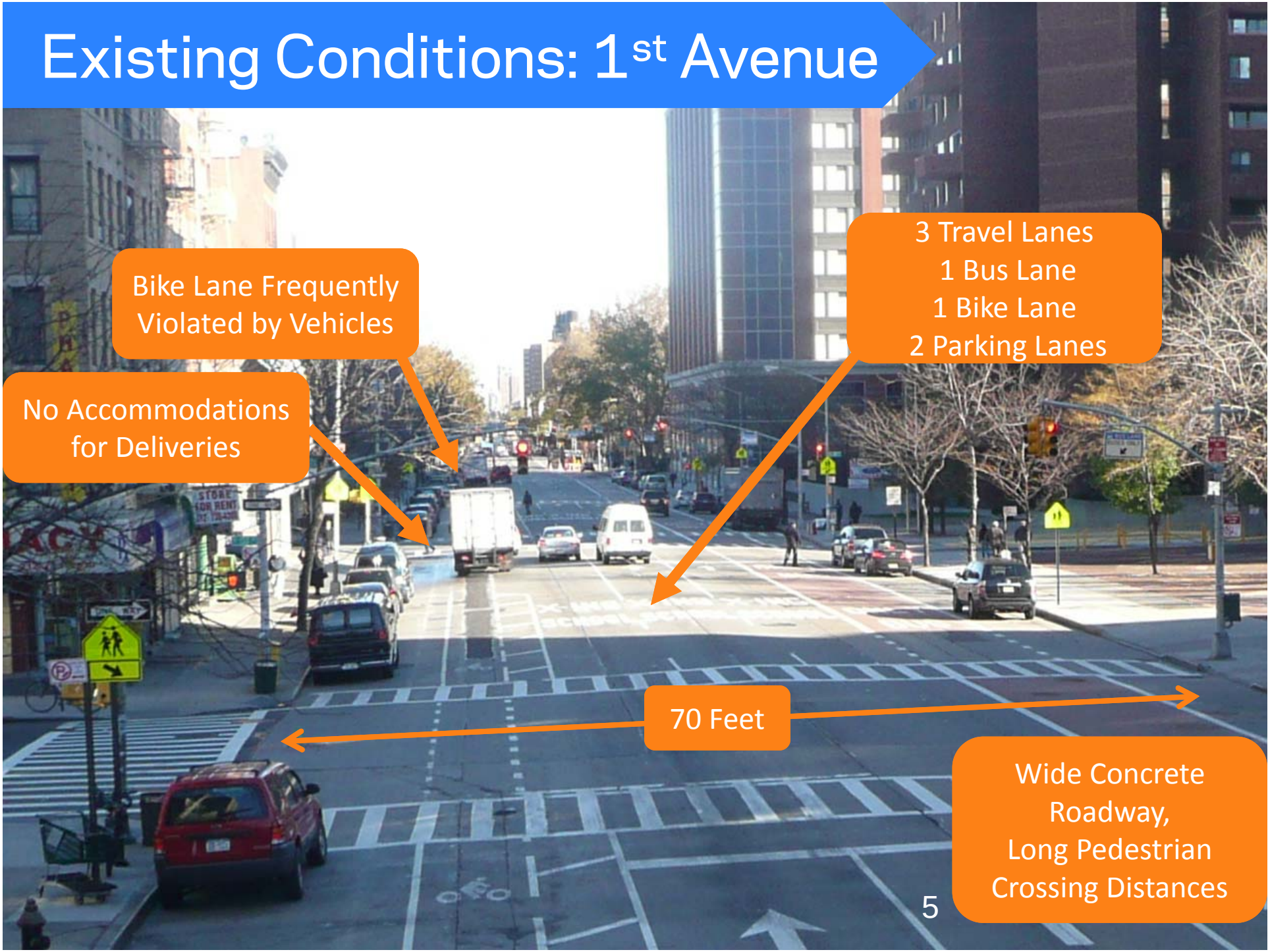
U.S. Census Bureau*

- East Harlem has one of the highest rates of bicycle commuting in New York City

Source: *U.S. Census Bureau, American Community Survey, 2008-2010

1st Avenue

Existing Conditions: 1st Avenue



Injury Summary

First Avenue – Injury Summary 2006-2010

Between E. 96th St to E. 125th St

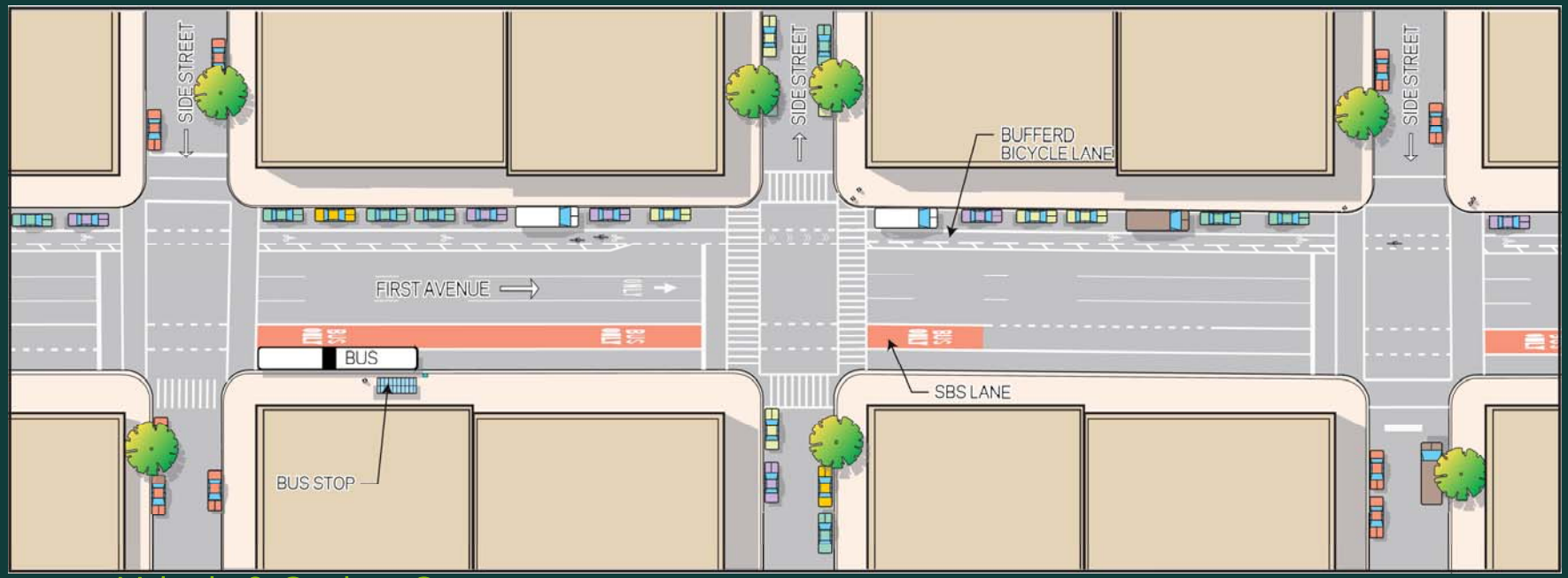
	Total Injuries	Avg. Injuries/ Year	Severity Percentile of Boro Corridors
Pedestrian	**127**	**25.4**	**75%**
Bicyclist	**25**	**5**	**N/A**
Motor Vehicle Occupant	**427**	**85.4**	**85%**
Total	**579**	**115.8**	**78%**

- First Avenue ranks in the top 22% of severe injuries to all users, when compared to all corridors in Manhattan

Source:
Injuries: NYS Dept. of Transportation, Fatalities: NYC Dept. of Transportation

Existing Conditions

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



Vehicle & Cycling Counts

Location of Count	Vehicle Volumes*	
	AM Peak	PM Peak
E. 105th to E. 106th	1,465 (7:30a - 8:30a)	1,441 (4:00p - 5:00p)
E. 124th to E. 125th	1,357 (7:30a - 8:30a)	1,652 (3:30p - 4:30p)
	Cycling Volume**	
E. 101st to E. 102nd	227	

- Three travel lanes
- Curbside parking lanes
- Buffered bike lane
- Offset (SBS) bus lane

*Vehicle Volumes: Average of three consecutive weekdays (Monday-Thursday) taken the week of 4/4/11
**Cycling Volumes: One mid-week day between 7:00am – 7:00pm on 5/11/2010

Design Treatments

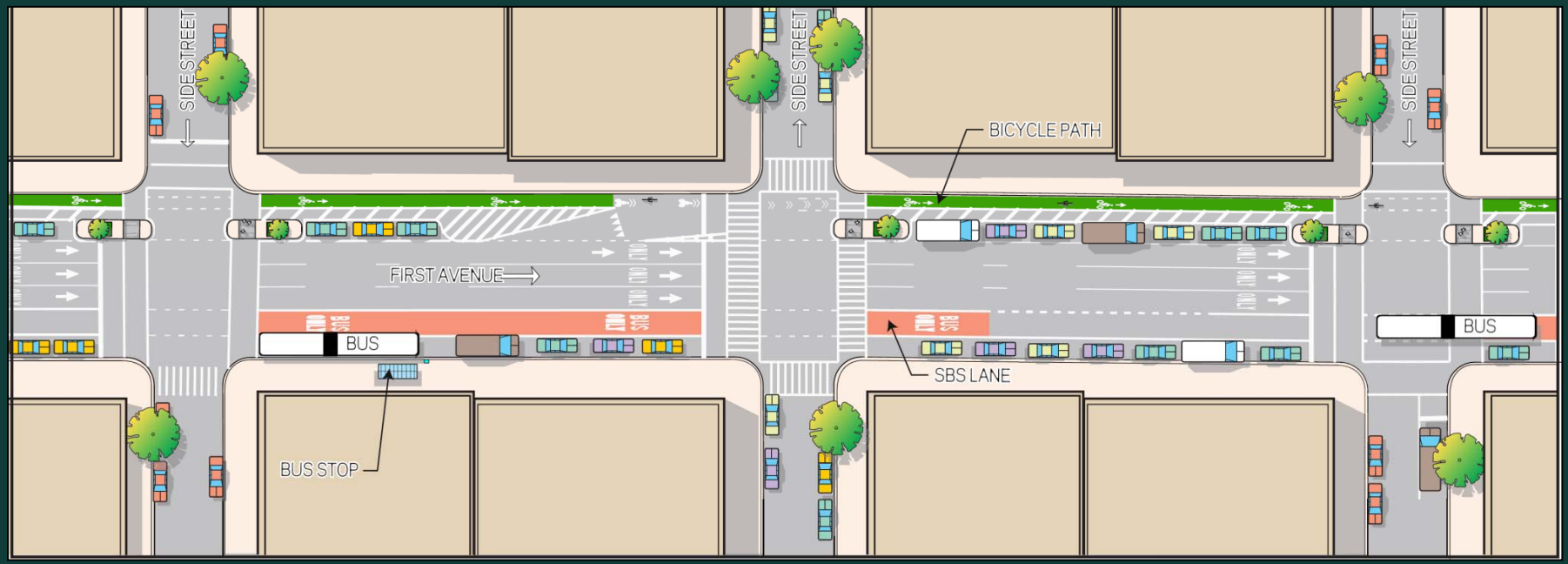

Mixing Zone


Pedestrian Island

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

Protected Bicycle Path

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



Repurposed Parking Space	Parking Space Equivalents
(12) Turn Lanes/ Mixing Zones	54
(35) Pedestrian Islands	19
Total Spaces Repurposed	**73**
Total Existing Parking Spaces (96th – 124th)	**515**
Percent of Spaces Repurposed	**14%**

- Swap existing bike lane with existing parking lane
- No reduction in travel lanes
- Mixing Zones

Planned Roadway Configuration

First Avenue at E. 6th Street

2nd Avenue

Existing Conditions: 2nd Avenue

Injury Summary

Second Avenue – Injury Summary 2006-2010

Between E. 125th St to E. 96th St

	Total Injuries	Avg. Injuries/ Year	Severity Percentile of Boro Corridors
Pedestrian	**156***	**31.2**	**89%**
Bicyclist	**38**	**7.6**	**N/A**
Motor Vehicle Occupant	**387**	**77.4**	**86%**
Total	**581**	**116.2**	**88%**

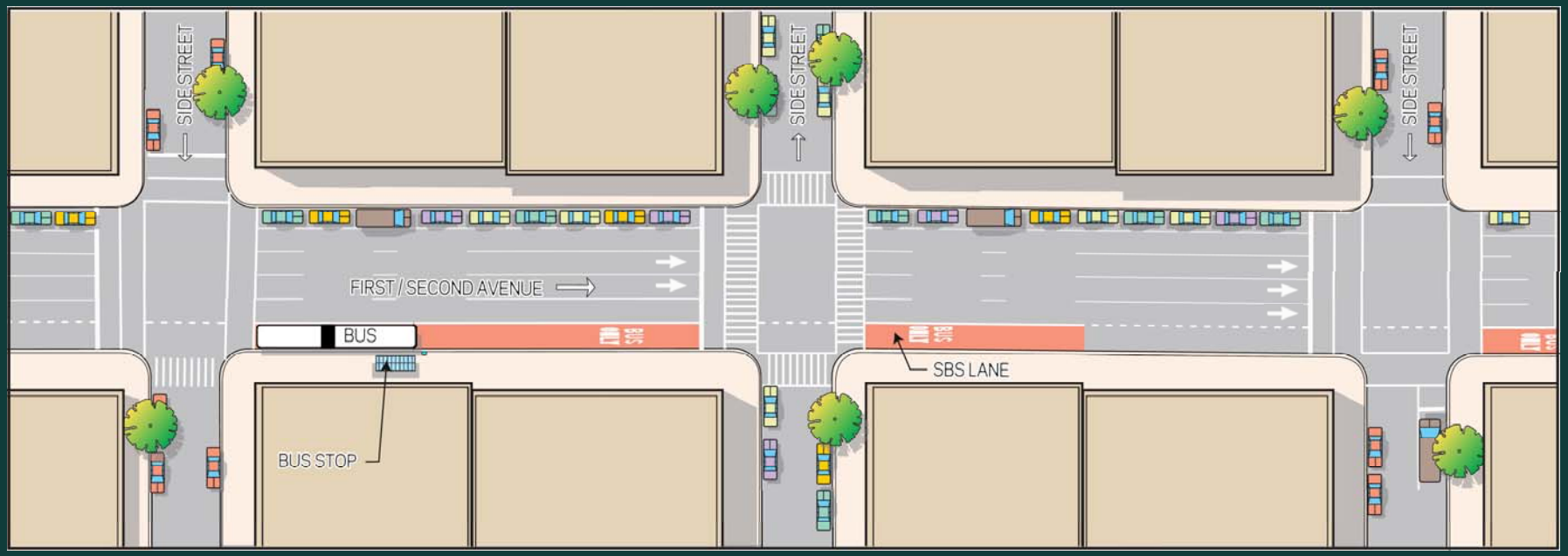
* 2 Pedestrian Fatalities between 1/1/06 to 11/21/11

- Second Avenue ranks in the top 12% of severe injuries to all users when compared to all corridors in Manhattan

Source:
Injuries: NYS Dept. of Transportation, Fatalities: NYC Dept. of Transportation

Existing Conditions

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



Vehicle & Cycling Counts

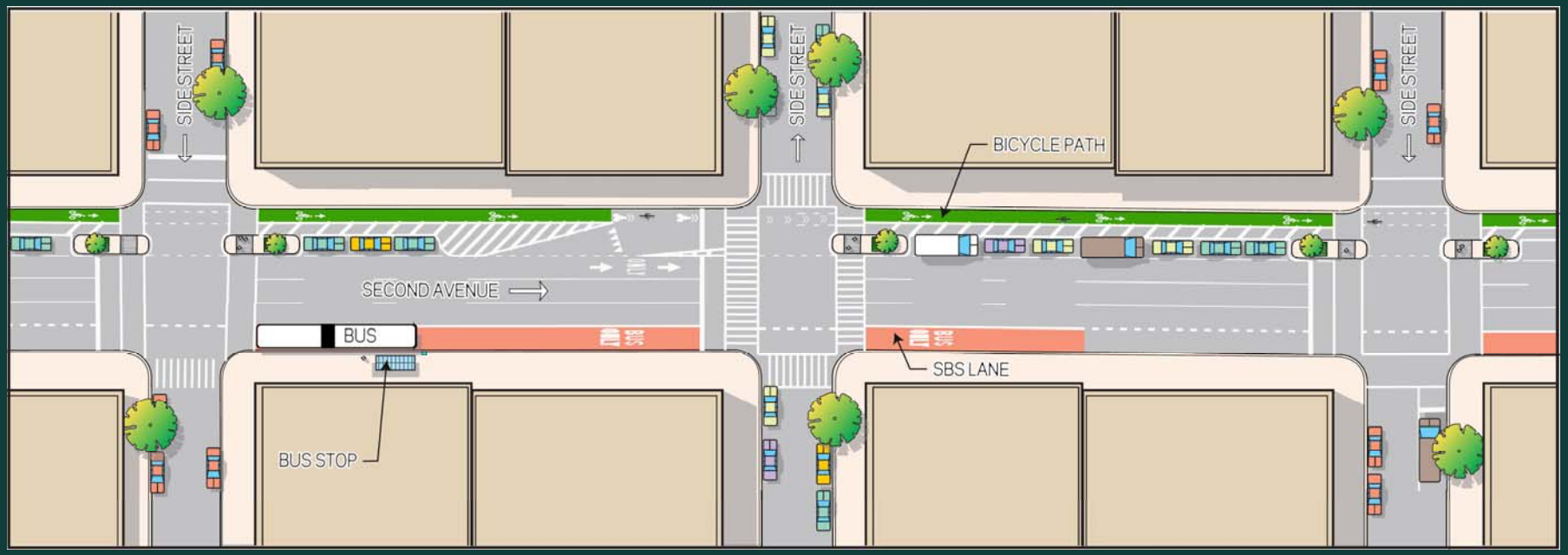
Location of Count	Vehicle Volumes*	
	AM Peak	PM Peak
E. 107th to E. 106th	1,855 (7:30a - 8:30a)	1,652 (5:00p - 6:00p)
E. 126th to E. 125th	1,671 (8:30a - 9:30a)	1,767 (4:45p - 5:45p)
	Cycling Volume**	
E. 101st to E. 102nd	606	

- Four travel lanes
- Curbside parking lanes
- Curbside (SBS) bus lane

*Vehicle Volumes: Average of three consecutive weekdays (Monday-Thursday) taken the week of 4/4/11
**Cycling Volumes: One mid-week day between 7:00am – 7:00pm on 5/11/2010

Protected Bicycle Path

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



Repurposed Parking Space	Parking Spaces Equivalents
(12) Turn Lanes/ Mixing Zones	56
(31) Pedestrian Islands	13
Total Spaces Repurposed	**69**
Total Existing Parking Spaces (125th – 96th)	**418**
Percent of Spaces Repurposed	**17%**

- Reduction of travel lanes from 4 lanes to 3 lanes
- Mixing Zones
- Same approximate traffic volume as 1st Ave at 23rd St (1,735)
  - Has same configuration
    - 3 travel lanes
    - bike path
    - curbside bus lane

Planned Roadway Configuration

Second Avenue at St. Marks Place

Summary – Travel Lanes

Current/Proposed Travel Lane Comparison

1st and 2nd Avenues

Avenue & Segment	Number of Travel Lanes		Change
	Current	Proposed	
1st Avenue: E. 96th to E. 124th	3	3 +	0
2nd Avenue: E. 125th to E. 100th	4	3 +	-1

3+ : 3 thru travel lanes with the addition of turn lanes

- First Avenue: No change in number of travel lanes
- Second Avenue: Reduction of one travel lane

Summary – Volume/Lane Comparison

Current Peak Volumes

1st Avenue

Avenue & Segment	Number of Travel Lanes	Volume*
1st Avenue: E. Houston to E. 34th	3	1,735 (3:15p - 4:15p)

CB11: Peak Hour Volume Compared to Proposed Number of Travel Lanes

1st and 2nd Avenues

Avenue & Segment	Planned Number of Travel Lanes	Volume**
1st Avenue: E. 96th to E. 125th	3	1,652 (3:30p - 4:30p)
2nd Avenue: E. 125th to E. 100th	3	1,855 (7:30a - 8:30a)

- 2010 project similar to planned CB11 project, successful with similar peak vehicle volumes

Peak Hour Vehicle Volumes: Average of three consecutive weekdays (Monday-Thursday) taken the week of 4/4/11

* Count taken between E. 22nd St and E. 23rd St, ** Count taken between E. 124th to E.125th St on First Ave, between E. 107th St and E. 106th St on Second Ave

Traffic Flow Improvements

- Willis Avenue Bridge Replacement:
  - $615 Million upgrade
  - Direct connection to the Major Deegan Expressway
  - Wider travel lanes
  - Smoother roadway curves

- 1st/2nd Avenue Roadway Improvements:
  - Turn treatments
    - Frees up thru travel lanes
  - Loading zones for businesses
    - Alleviate double parking
  - Retain three travel lanes

Summary - Community Outreach

- Meetings:
  - CB11 Transportation Committee 2/2/10
  - CB11 Transportation Committee 6/9/10
  - CB11 Transportation Committee 9/6/2011
  - CB11 Full Board 9/20/11
  - Businesses 11/9/11
  - CB11 Transportation Committee 12/6/11
- Flyering
  - Before CB meetings
  - Before merchant meeting
  - Before Select Bus Service Open House
- Business Outreach
  - Walked through the design with business owners/reps on site
  - Ongoing community outreach to help mitigate issues and concerns
    - Parking/Loading regulation changes
    - Discussion on metered parking

2010 & 2011 Implementation

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

Traffic Data (Houston to E 34th Sts)

Vehicle Data:

- Minor change in traffic volumes through project area after travel lane reductions
- Travel times remained level through project area after travel lane reductions
- 15% faster M15 SBS than limited service
- 30% increase in M15 SBS ridership while overall ridership down 5% in Manhattan

Bicycle Data – Before & After Counts:

- 162% increase on First Avenue
- 50% increase on Second Avenue

Safety Data – Injuries to All Users:

- 37% decrease on First Avenue
- 11% decrease on Second Avenue

Proposal Benefits

- Increased safety for all roadway users
- Shorter Pedestrian Crossings – Helps seniors and children
- Greener Streets – Planting beds on pedestrian islands provide more green space
- Convenient delivery zones for businesses
- Establishes Bike Paths – Alternative to bus/car, promotes healthy activity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