Project Background

- **2010-2012**: Bicycle facilities installed on
  - 1st Av: Houston to 72nd St
  - 2nd Av: 56th to Houston
- **2013**: Bicycle path being installed on
  - 1st Av: 72nd St to 125th St
- E. 56 St to E. 61 St skipped due to DEP water main construction
- Water main construction to be completed by end of 2013
Existing Conditions

- Queensboro bridge path leads to 1st Ave via E. 60 St

- Circuitous & unpleasant connection to southbound 2nd Av.
  - Cyclists from bridge path cross vehicular bridge approach / exit

- *Over 2,700 Cyclist a day use the Queensboro Bridge

*Bicycle Count: 12hr weekday average of May, August, September 2012
• Complete bike route on 1st Avenue
  • E. 56 St to E. 61 St

• Provide safe connections to existing bicycle route on 2nd Avenue via E 59 St
  • Between 1st and 2nd Aves

• Tailor design to meet traffic demand
Cyclist Movement

Legend

- Existing Bike Movement
- Proposed Bike Movement

Bridge Path Entrance
Project Proposal

Existing Bicycle Facilities

One-way Bicycle Path

Two-way Bicycle Path

Shared Lane
Project Proposal: Enhanced Shared Lanes

Enhanced Shared Lane

Existing Bicycle Facilities
Existing Condition: E. 56 St to E. 59 St

1st Ave at 57th St Facing South

Curbside Bus Lane/Loading + 4 Travel Lanes + 2 Turn Lanes

2 Dedicated Turn Lanes at 57th and 59th Streets

70 Feet
Design Treatment: E. 56 St to E. 59 St

**EXISTING**

- 10' Bus Lane/Loading Lane
- 10' Moving Lane
- 10' Moving Lane
- 10' Moving Lane
- 10' Moving Lane
- 10' Turn Lane
- 10' Turn Lane

**PROPOSED**

- 10' Bus Lane/Loading Lane
- 10' Moving Lane
- 10' Moving Lane
- 10' Moving Lane
- 10' Turn Lane
- 10' Turn Lane

Enhanced Shared Lane

Total Width: 70'
Design Treatment: E. 56 St to E. 59 St

Similar Design Treatment: 2\textsuperscript{nd} Avenue, MN
Project Proposal: E. 59 St to E. 60 St

Existing Bicycle Facilities

Two-way Bicycle Path
Existing Conditions: E. 59 St to E. 60 St

Queensboro Bridge Path Entrance At E. 60th Street

70 Feet

Curbside Bus Lane & 4+ Travel Lanes

1st Ave at E. 60 St Looking South
Design Treatment: E. 59 St to E. 60 St

Existing

1st Ave Between E. 59 St and E. 60 St

Proposed

70'
Design Treatment: E. 59 St to E. 60 St
Design Treatment: E. 59 St to E. 60 St

Rendering: 1st Ave at E. 60 St Looking South
Project Proposal: E. 60 St to E. 61 St

One-way Bicycle Path

Existing Bicycle Facilities
Design Treatment: E. 60 St to E. 61 St

Wide Roadway, Long Pedestrian Crossing

Curbside Bus Lane/Loading + 4 Travel Lanes + 1 Turn Lanes + Parking Lane

70 Feet Wide Roadway, Long Pedestrian Crossing
Design Treatment: E. 60 St to E. 61 St

- Mixing Zone – accommodate vehicle/bike turning conflict
  - Approaching E. 61 Street

- Pedestrian Islands – Shorten pedestrian crossings
  - NS of E. 60 Street
  - NS of E. 61 Street
Design Treatment: E. 60 St to E. 61 St

**EXISTING**

- 11’ Bus Lane/Loading Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 19’ Moving/Parking Lane

**PROPOSED**

- 11’ Bus Lane/Loading Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 10’ Moving Lane
- 8’ Parking Lane/Island
- 5’ Buffer
- 6’ Green Area

Sidewalk
Design Treatment: E. 60 St to E. 61 St

Similar Design Treatment: First Avenue at E. 7 St Facing South
Project Proposal: E. 59th St

Shared Lane

Existing Bicycle Facilities
Existing Conditions: E. 59 St

Queensboro Bridge Lower Side Path Approach

32-45 Feet

Photo Taken During Construction – Roadway Currently Two-way

East 59th Street Between 1st Ave and 2nd Ave Facing East
Existing Conditions: E. 59 St

59th Street between 1st Ave & Bridge Entrance

Existing

North Sidewalk

23’ Moving Lane

7’ Buffer

15’ Moving / Parking Lanes

South Sidewalk

Proposed

North Sidewalk

11’ Moving Lane

12’ Shared Lane

7’ Buffer

15’ Moving / Shared Lane

South Sidewalk

2 Ave

1 Ave
Existing Conditions: E. 59 St

Existing

59th Street between 2nd Ave & Bridge Entrance

North Sidewalk

Moving / Parking Lanes

South Sidewalk

Proposed

North Sidewalk

Buffer

Moving / Shared Lane

South Sidewalk

Loading / Parking Lane
Proposal Benefits

- Increased safety for all roadway users
- Better continuity of the Bicycle Network, promotes healthy activity
- Safe connection from Queensboro Bridge to downtown bicycle routes
- Shorter Pedestrian Crossings – Helps seniors and children
- Greener Streets – Planting beds on pedestrian islands provide more green space