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 1<sup>st</sup> Avenue
  • E. 56 St to E. 61 St

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

• Tailor design to meet traffic demand
Project Proposal

- One-way Bicycle Path
- Two-way Bicycle Path
- Shared Lanes

Existing Bicycle Facilities
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' Moving Lane
- 10' Turn Lane
- 10' Turn Lane

- Enhanced Shared Lane

*Sidewalk*
Design Treatment: E. 56 St to E. 59 St

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

Two-way Bicycle Path

Existing Bicycle Facilities
Existing Conditions: E. 59 St to E. 60 St

Curbside Bus Lane & 4+ Travel Lanes

Queensboro Bridge Path Entrance At E. 60th Street

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

(LPI) Leading Pedestrian Interval Across 59th St Mitigates Turn Conflict
Design Treatment: E. 59 St to E. 60 St

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

Rendering: 1st Ave at E. 60 St Looking South
Barrier Beautification

Williamsburg St West, Brooklyn

Flushing Ave, Brooklyn

Williamsburg St West, Brooklyn
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

- 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
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 Level Vehicle Approach

32-45 Feet

Two-way Travel Reinstated After Construction

East 59th Street at Bridge Entrance Facing East
Existing Conditions: E. 59 St

Existing

59th Street between 1st Ave & Bridge Entrance

Proposed

2 Ave

1 Ave
Existing Conditions: E. 59 St

- 1 Wide EB Vehicular Travel Lane
- 32 Feet
- Curbside Parking/Loading Lane

East 59th Street at 2nd Ave Facing East
Existing Conditions: E. 59 St

**Existing**

59th Street between 2nd Ave & Bridge Entrance

- 32’ Moving / Parking Lanes
- North Sidewalk
- South Sidewalk

**Proposed**

- 6’ Buffer
- 5’ 12’ Moving / Shared Lane
- 9’ Loading / Parking Lane

1 Ave 2 Ave

[Diagram showing existing and proposed conditions on 59th Street between 2nd Ave & Bridge Entrance]
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
Questions?

Thank You