2nd Avenue
Parking-Protected Bicycle Path Upgrade

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Presented to Manhattan CB 6 on October 7, 2013
Existing protected bicycle path

Existing buffered bicycle lane
Project Background

- June 2010: Implementation of curbside bike lane
- September 2013: Proposal to upgrade the bike lane to a parking-protected path
  - Presented proposal to CB 6
- Conducted business outreach
- Field meeting with members of CB 6
### Existing Conditions

**2nd Avenue Mid-Week Hourly Vehicle Volumes**

Between 15th and 14th Street

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2013</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak (7am-8am)</td>
<td>1,625</td>
<td>1,434</td>
<td>-11.8%</td>
</tr>
<tr>
<td>Midday Peak (12pm-1pm)</td>
<td>1,741</td>
<td>1,339</td>
<td>-23.1%</td>
</tr>
<tr>
<td>PM Peak (6pm-7pm)</td>
<td>1,998</td>
<td>1,693</td>
<td>-15.3%</td>
</tr>
</tbody>
</table>

Note: 2011 volume is from April, 2013 volume is from August. Both are seasonally adjusted.
Existing Conditions

Bicycle Volume 7am - 7pm
2nd Avenue between 22nd St and 21st St

Bicycle volume from 2011 is averaged from weekday and weekend counts taken from April to November. Bicycle volume from 2013 is averaged from weekday and weekend count taken in August and September.
Existing Conditions

2nd Avenue at E 18th St

- 57 Feet
- Bike Lane and Buffer are not separated from traffic and frequently violated
- 4 Travel Lanes
- 1 Bus Lane
- 1 Bike Lane
- Long Pedestrian Crossing Distances
- No parking on East side of the block, limited parking on West side
# Level of Service

**2nd Avenue at 23rd Street - Peak Hours**

Traffic volume is from August 2013 and was taken between 24th Street and 23rd Street. The data was seasonally adjusted.

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Cross Street</th>
<th># of lanes</th>
<th># of cars</th>
<th>Avg. Delay</th>
<th>LOS</th>
<th># of lanes</th>
<th># of cars</th>
<th>Avg. Delay</th>
<th>LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd Ave (with Bus Lane)</td>
<td>23rd St</td>
<td>4 + LT + RT</td>
<td>2,236</td>
<td>11.0</td>
<td>B</td>
<td>3 + LT + RT</td>
<td>2,236</td>
<td>13.2</td>
<td>B</td>
</tr>
<tr>
<td>2nd Ave (w/o Bus Lane)</td>
<td>23rd St</td>
<td>4 + LT</td>
<td>2,236</td>
<td>12.0</td>
<td>B</td>
<td>3 + LT</td>
<td>2,236</td>
<td>16.2</td>
<td>B</td>
</tr>
</tbody>
</table>
Proposed Design

- 3 Travel Lanes
- 1 Bus Lane
- 1 Bike Lane
- 1 Parking Lane

Parking protected bike lane with widened buffer

Over 35 parking space equivalents on East side of the block

Shorter Pedestrian Crossing Distances

2nd Avenue at E 7th St
Benefits of Proposed Design

• Curbside access
• Improves safety
• Simpler, safer left turns
• Creates a continuous protected path
Questions?

Thank You