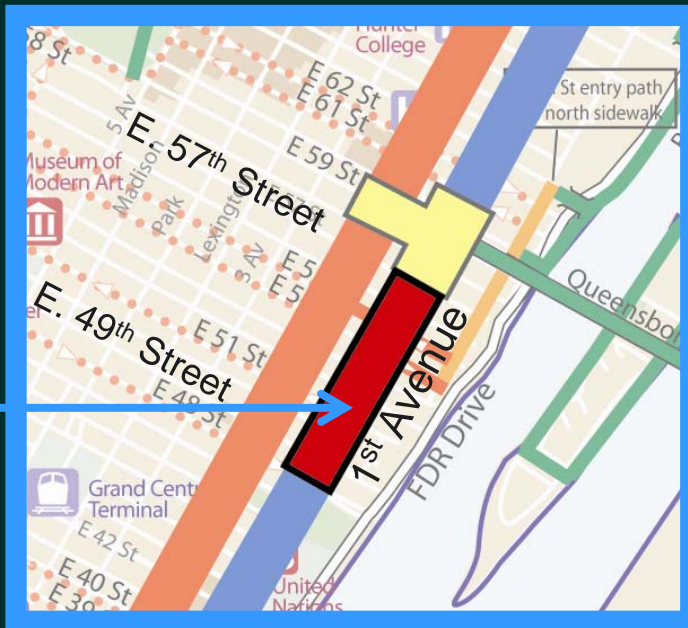





# 1<sup>st</sup> Avenue: Design Option for Bicycle Connectivity

East 49<sup>th</sup> Street to East 57<sup>th</sup> Street

Fall  
2010

Focus  
Area



-  Protected Bicycle Path on Left, Curb BRT Lane on right
-  Shared Bicycle Lane on Left, Curb BRT Lane on Right
-  Construction Zone

# Background

- 1<sup>st</sup> Avenue SBS includes protected bicycle path for most of the avenue
- High Midtown traffic volumes
- DOT proposed installing shared bicycle lanes where five traffic lanes are required
- Community requests a more robust cycling facility



# 1<sup>st</sup> Avenue Curbside Bicycle Lane Proposal



- Bicycle lane possible if parking/loading removed from west curb
- Creates a continuous robust bicycle facility on entire length of 1st Ave
- Parking/loading on west curb already heavily restricted
- Loading would be allowed on east side during off-peak hours
- Many side streets have loading regulations and more can be designated in consultation with CB



# Curbside Bicycle Lane



## Bicycle Lane Advantages

- Safe, comfortable route for cyclists travelling uptown
- Enhances connection to the Queensborough Bridge
- Works with existing traffic volumes
- Separates bicycle and vehicle traffic on slope

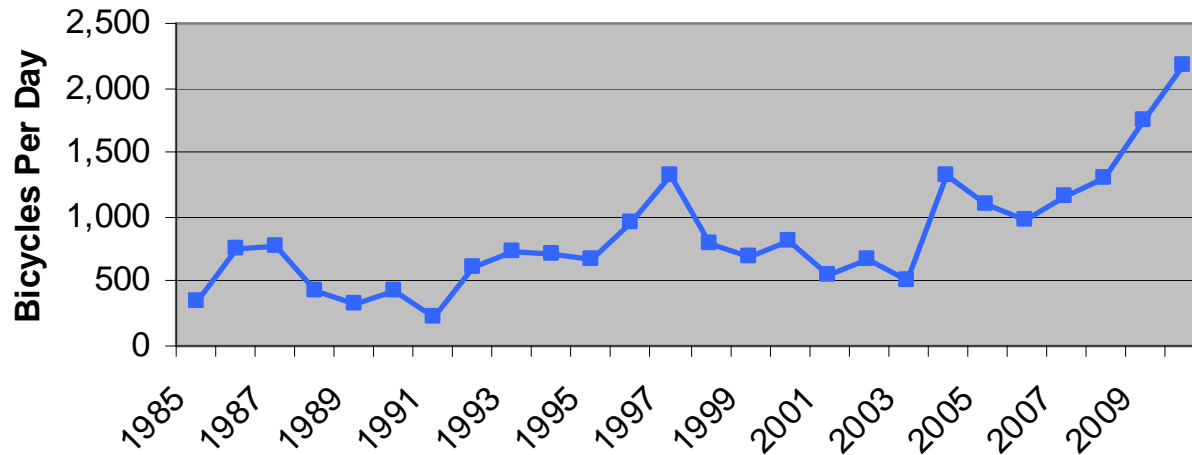
## Bicycle Lane Disadvantages

- Eliminates curbside access for vehicles on the west side of 1<sup>st</sup> Avenue  
(Access remains on side streets and on east side of 1<sup>st</sup> Avenue at off-peak hours)

# Bicycle Counts:

Increasing demand for a safe bicycle route on 1<sup>st</sup> Avenue

**Queensborough Bridge Bicycle Counts on a Single Weekday (7AM-7PM)**



## **50<sup>th</sup> Street Bicycle Volume**

(6AM-12PM) 2009

Northbound on 1<sup>st</sup> Avenue: **873 Cyclists**

## **60<sup>th</sup> Street Bicycle Volume**

(6AM-12PM) 2009

Northbound on 1<sup>st</sup> Avenue: **421 Cyclists**



# 1<sup>st</sup> Avenue Storefronts



- Typical businesses have modest loading needs
- Only two businesses with heavy loading requirements
- DOT will work with D'Agostino and Duane Reade to develop new loading plan

# Parking Regulations

Location	Existing Parking Regulation	# of Spaces
E. 49 <sup>th</sup> St. – E. 50 <sup>th</sup> St.	Loading	9
E. 50 <sup>th</sup> St. – E. 51 <sup>st</sup> St.	1 Hr Parking 9AM-3PM, No Standing 3-8PM	9
E. 51 <sup>st</sup> St. – E. 52 <sup>nd</sup> St	1 Hr Parking 9AM-3PM, No Standing 3-8PM	10
E. 52 <sup>nd</sup> St. – E. 53 <sup>rd</sup> St	1 Hr Parking 9AM-3PM, No Standing 3-8PM	10
E. 53 <sup>rd</sup> St – E. 54 <sup>th</sup> St	1 Hr Parking 9AM-3PM, No Standing 3-8PM	10
E. 54 <sup>th</sup> St. – E. 55 <sup>th</sup> St	1 Hr Parking 9AM-3PM, No Standing 3-8PM	10
E. 55 <sup>th</sup> St. – E. 56 <sup>th</sup> St	Loading 7AM-3PM, No Standing 3-8PM	9
E. 56 <sup>th</sup> St. – E. 57 <sup>th</sup> St	Loading 7AM-3PM, No Standing 3-8PM	4
<b>Total</b>		<b>71</b>

Questions?

Thank  
You