- **Background**
  - Project timeline
  - Existing bike network
  - One-year after safety data

- **Project proposal**
  - Proposal overview
  - Existing conditions
  - Proposed design

- **Summary**
  - Proposed project benefits
Background
### Council Member Kallos requested crosstown bike lanes

DOT presented proposed routes

DOT presented additional information about proposed routes in response to CB 8 request

CB 8 requested that for each of the original three pairs DOT provide an alternative pair for consideration

DOT presented alternative crosstown bike lane pairs

DOT presented alternative crosstown bike lane pairs

DOT informed CB 8 about crosstown bike lane implementation

Crosstown bike lanes are implemented

### Project Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug/2015</td>
<td>Council Member Kallos requested crosstown bike lanes</td>
</tr>
<tr>
<td>Nov/2015</td>
<td>CB 8 requested crosstown bike lanes</td>
</tr>
<tr>
<td>Feb/2015</td>
<td>DOT presented proposed routes</td>
</tr>
<tr>
<td>Mar/2016</td>
<td>DOT presented additional information about proposed routes in response to CB 8 request</td>
</tr>
<tr>
<td>Mar/2016</td>
<td>CB 8 requested that for each of the original three pairs DOT provide an alternative pair for consideration</td>
</tr>
<tr>
<td>May/2016</td>
<td>DOT presented alternative crosstown bike lane pairs</td>
</tr>
<tr>
<td>May/2016</td>
<td>DOT presented alternative crosstown bike lane pairs</td>
</tr>
<tr>
<td>Jun/2016</td>
<td>DOT informed CB 8 about crosstown bike lane implementation</td>
</tr>
<tr>
<td>Jul-Aug/2016</td>
<td>Crosstown bike lanes are implemented</td>
</tr>
</tbody>
</table>
Background

Bike Network

E 70\textsuperscript{th} St, E 71\textsuperscript{st} St, E 77\textsuperscript{th} St, E 78\textsuperscript{th} St

Two pairs installed in 2016
# Background

## Safety Impacts of Bike Lanes

### E 70th St, E 71st St, E 77th St, E 78th St

Implementation: July 8 – August 16, 2016

### Crashes and Injuries

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>'13/14</td>
<td>'14/15</td>
<td>'15/16</td>
</tr>
<tr>
<td><strong>Total Crashes</strong></td>
<td>442</td>
<td>440</td>
<td>434</td>
</tr>
<tr>
<td><strong>Crashes w/ Injuries</strong></td>
<td>51</td>
<td>61</td>
<td>53</td>
</tr>
<tr>
<td><strong>Motor Vehicle Occupant</strong></td>
<td>18</td>
<td>33</td>
<td>20</td>
</tr>
<tr>
<td><strong>Pedestrian</strong></td>
<td>30</td>
<td>24</td>
<td>31</td>
</tr>
<tr>
<td><strong>Cyclist</strong></td>
<td>7</td>
<td>10</td>
<td>9</td>
</tr>
<tr>
<td><strong>Total Injuries</strong></td>
<td>55</td>
<td>67</td>
<td>60</td>
</tr>
</tbody>
</table>

Preliminary data shows fewer crashes with injuries for all street users.

- **46% decrease in total crashes**
- **75% decrease in motor vehicle occupant injuries**
- **54% decrease in pedestrian injuries**
- **8% decrease in cyclist injuries**

Each before year period is the 12-month period beginning July 1 and ending June 30. The 1-yr after period is September 1, 2016 to August 31, 2017. The implementation period of July 1, 2016 to August 31, 2016 is excluded. Source: NYPD AIS/TAMS Crash Database
Project Proposal
E 65th St, E 66th St, E 84th St, E 85th St – Project Proposal

Bike Network

Additional routes to fill in the bicycle network gap with connections to:

1. Subway stations
2. Proximity to commercial corridors
3. Connections to parks (Central Park and Carl Schurz Park)
4. Manhattan Waterfront Greenway
5. Distance between routes
6. Connection to Hunter College and Rockefeller University
Proposal Overview

- **Wide Travel Lanes**
  Encourage speeding

- **Lack of Dedicated Bike Space**
  Encourages riding on both sides
  Provides less predictability
Proposal Overview

- **Standard Width Travel Lanes**
  - Discourage speeding
  - No parking loss
  - No loss of travel lanes

- **Bike Lanes**
  - Provides dedicated space for cyclists
  - Increase predictability of cyclist location
**Proposal Overview**

- **Right Side Orientation Aligns with Transverse Through Central Park**

- **Shared Lanes with Existing Rush Hour Lanes**
  - No parking loss
  - No loss of travel lanes
  - Provides increased awareness and wayfinding

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**E 66th St, E 65th St – Shared Lane Design with Existing Curb Regulations**

- **E 66th St:**
  - Madison Ave and Park Ave
  - Lexington Ave and 3rd Ave
  - 2nd Ave and 1st Ave

- **E 65th St:**
  - 3rd Ave and 2nd Ave

**Shared Lane**

- **N/S** No Standing
- **ASP** Alternate Side Parking

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**Existing**

- **E 66th St**
  - Madison Ave and Lexington Ave

**Proposed**

- **E 66th St**
  - Madison Ave and Park Ave
  - Lexington Ave and 3rd Ave
  - 2nd Ave and 1st Ave

**E 65th St**

- **3rd Ave and 2nd Ave**

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20’ Combined Night Parking/Travel Lane

10’ Travel Lane

10’ - 12’ Rush Hour Lane

8’ Parking Lane

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**E 66th St, E 65th St – Standard Bike Lane Design**

**Proposal Overview**

- **Existing E 66th St**: 3rd Ave and 2nd Ave
- **Existing E 66th St**: 1st Ave and York Ave
- **Existing E 66th St**: 5th Ave and Madison Ave
- **Existing E 66th St**: Park Ave and Lexington Ave

**Existing**

- **E 66th St**: 5th Ave and Madison Ave
- **E 65th St**: 3rd Ave and 2nd Ave

**Proposed**

- **E 66th St**: 5th Ave and Madison Ave
- **E 65th St**: 1st Ave and York Ave

**Legend**

- Bike Lane
- N/S No Standing
- ASP Alternate Side Parking

**Dimensions**

- **Existing**: 33' - 34'
- **Proposed**: 33' - 34'

**Note**

- **E 66th St**: 1st Ave and York Ave
- **E 65th St**: 2nd Ave and York Ave
Summary and Next Steps
Summary

Proposed Project Benefits

(1) Increased Safety for Road Users
   • Organizes roadway
   • Reduces speeds/calms traffic
   • Increases awareness of cyclists

(2) New Connections – Additional Crosstown Bike Routes
   • Central Park + East River Esplanade
   • Bike Share
   • 1st Ave and 2nd Ave Protected Bike Paths
   • Numerous Institutions
   • Commercial Corridors
   • Subway
Next Steps

July:
- Receive initial feedback from CB 8 Transportation Committee

July-August:
- Hold meetings with local residents and stakeholders

September:
- Review input, suggestions, and concerns and return to CB 8 with update
Questions?

THANK YOU!