



E 65th St, E 66th St, E 84th St, E 85th St
Upper East Side Bike Routes

Presented to Community Board 8 - July 9, 2018

■ Background

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

■ Project proposal

- Proposal overview
- Existing conditions
- Proposed design

■ Summary

- Proposed project benefits



Background

1

Project Timeline

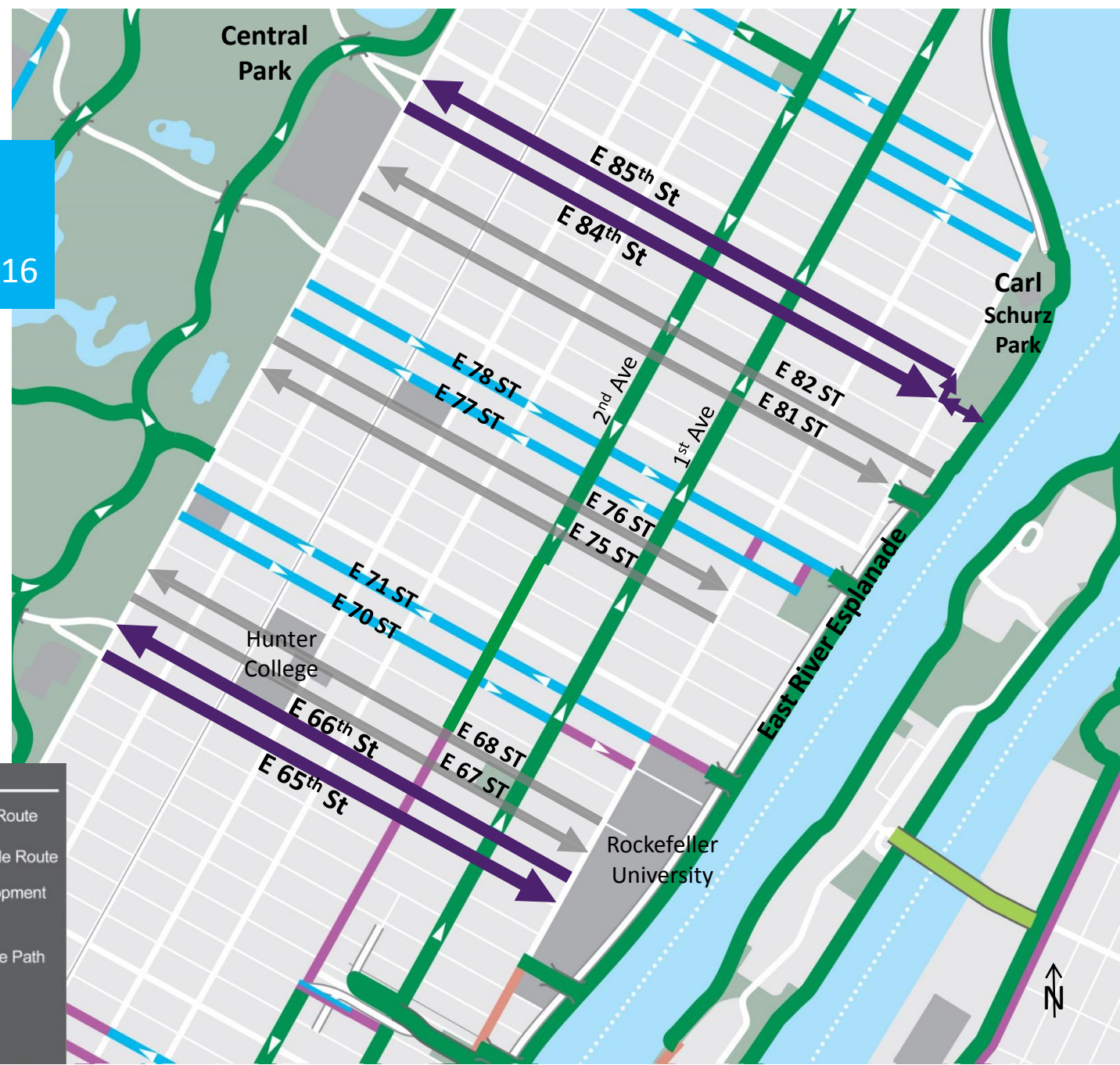
- Aug/2015** Council Member Kallos requested crosstown bike lanes
- Nov/2015** CB 8 requested crosstown bike lanes
- Feb/2015** DOT presented proposed routes
- Mar/2016** DOT presented additional information about proposed routes in response to CB 8 request
- Mar/2016** CB 8 requested that for each of the original three pairs DOT provide an alternative pair for consideration
- May/2016** DOT presented alternative crosstown bike lane pairs
- May/2016** DOT presented alternative crosstown bike lane pairs
- Jun/2016** DOT informed CB 8 about crosstown bike lane implementation
- Jul-Aug/2016** Crosstown bike lanes are implemented



Background

Bike Network

E 70th St, E 71st St,
E 77th St, E 78th St
Two pairs installed in 2016



LEGEND

- Original Bicycle Route
- Alternative Bicycle Route
- Project in Development
- Existing Bicycle Facilities
 - Protected Bicycle Path
 - Bicycle Lane
 - Shared Lane
 - Signed Route

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

One-Year After Analysis, E 70th St, E 71st St, E 77th St, E 78th St (5th Ave to York Ave)

	Before				After		Change	
	'13/ '14	'14/ '15	'15/ '16	Average	'16/ '17	Average	Actual	Percent
Total Crashes	442	440	434	438.7	237	237.0	-201.7	-46%
Crashes w/ Injuries	51	61	53	55.0	26	26.0	-29.0	-53%
Motor Vehicle Occupant	18	33	20	23.7	6	6.0	-17.7	-75%
Pedestrian	30	24	31	28.3	13	13.0	-15.3	-54%
Cyclist	7	10	9	8.7	8	8.0	-0.7	-8%
Total Injuries	55	67	60	60.7	27	27.0	-33.7	-55%

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

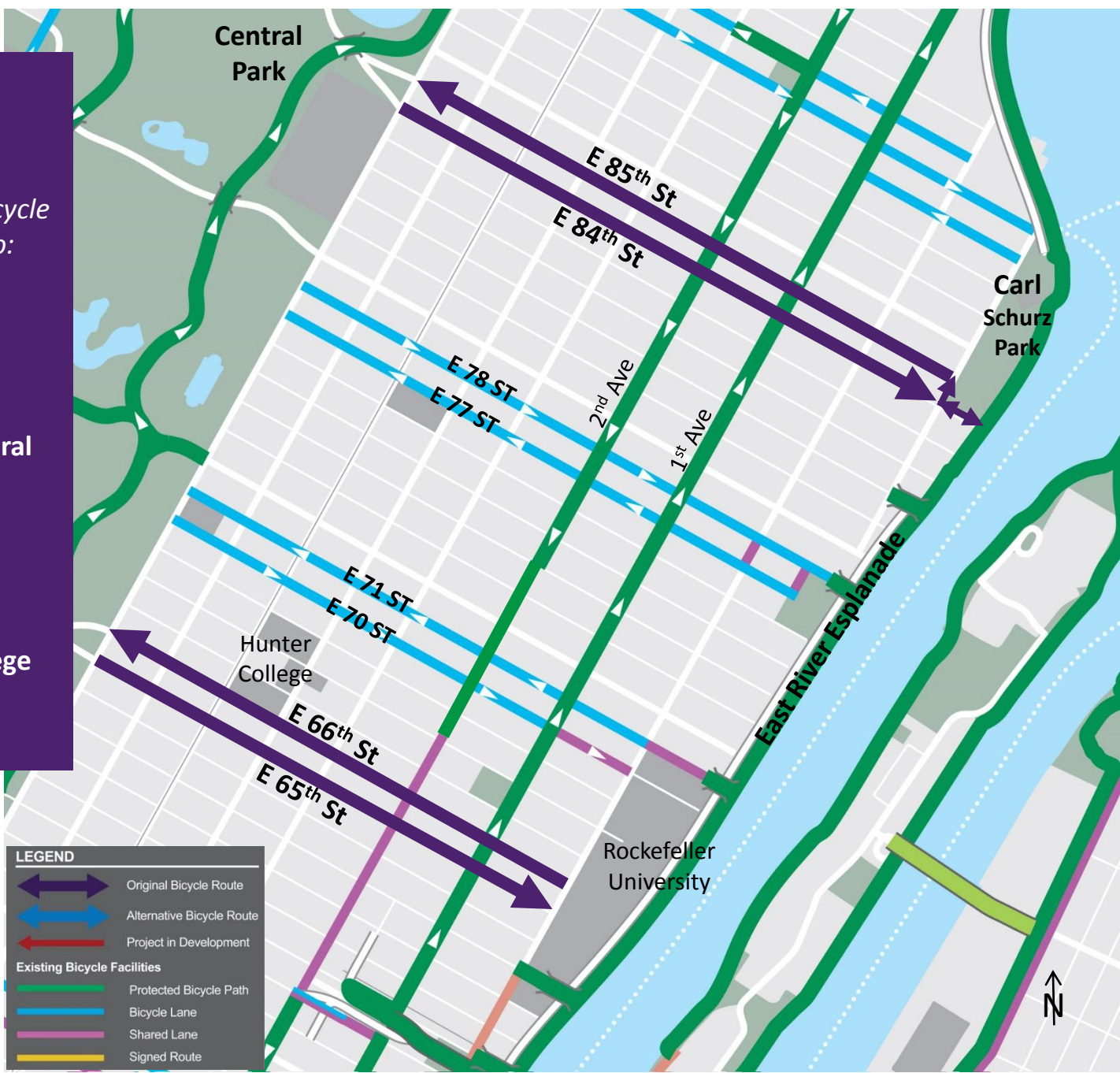
Project Proposal

2

Bike Network

E 65th St, E 66st St,
E 84th St, E 85th St
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



LEGEND	
	Original Bicycle Route
	Alternative Bicycle Route
	Project in Development
Existing Bicycle Facilities	
	Protected Bicycle Path
	Bicycle Lane
	Shared Lane
	Signed Route

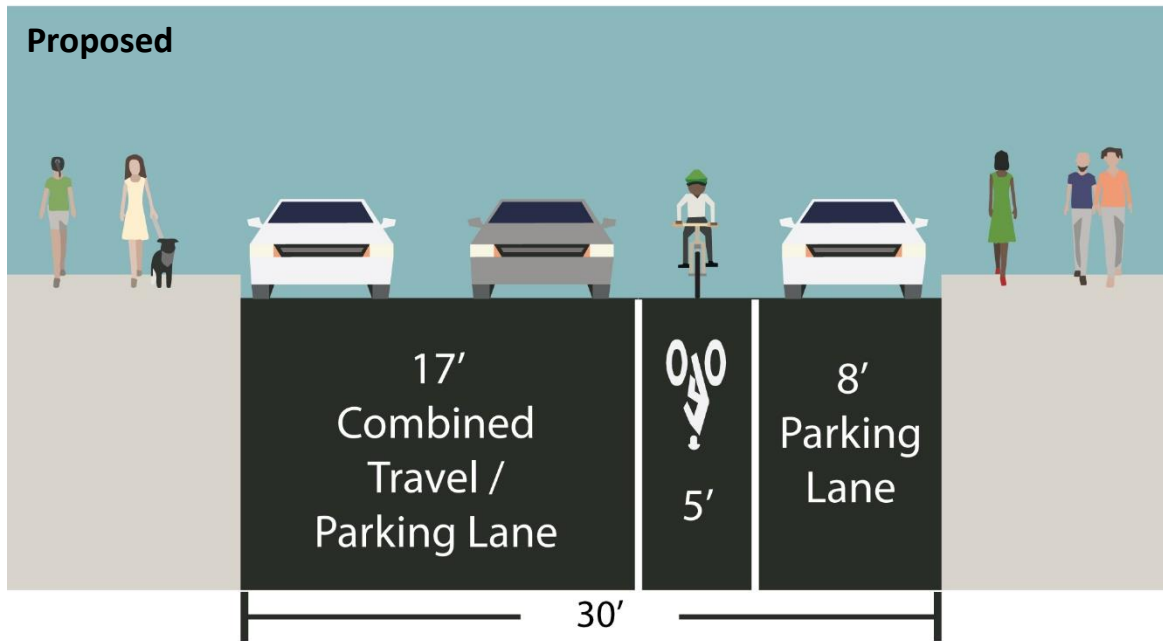
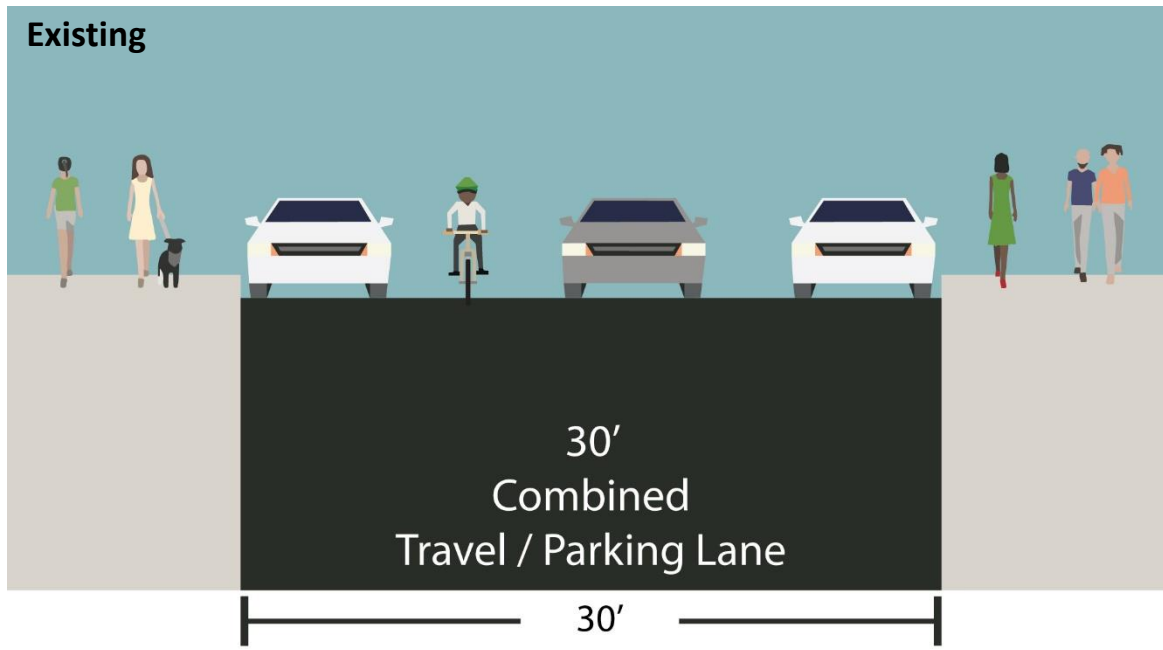
Proposal Overview

- **Wide Travel Lanes**
Encourage speeding
- **Lack of Dedicated Bike Space**
Encourages riding on both sides
Provides less predictability



Proposal Overview

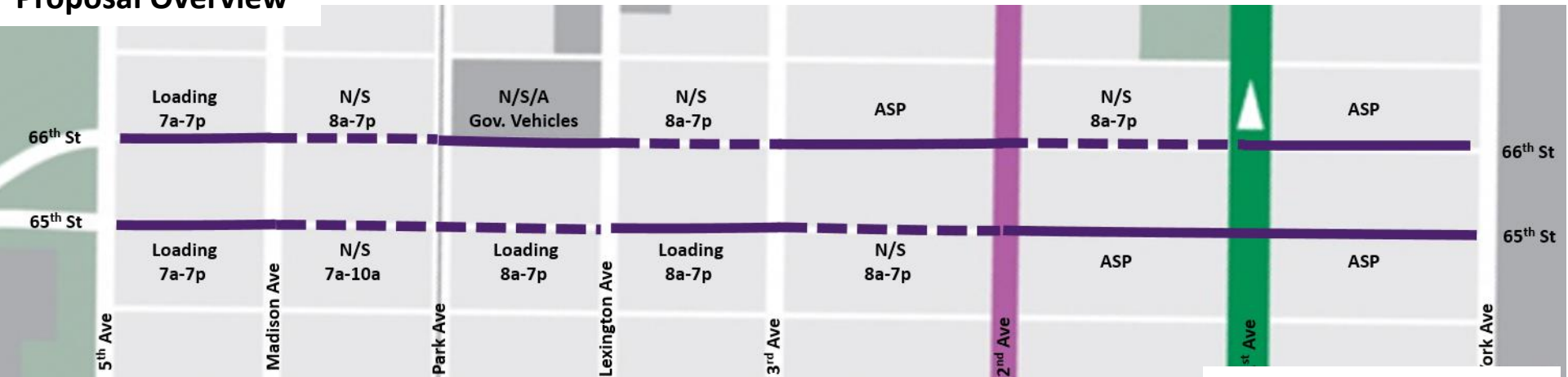
- **Standard Width Travel Lanes**
Discourage speeding
No parking loss
No loss of travel lanes
- **Bike Lanes**
Provides dedicated space for cyclists
Increase predictability of cyclist location



East 70th St

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

Proposal Overview



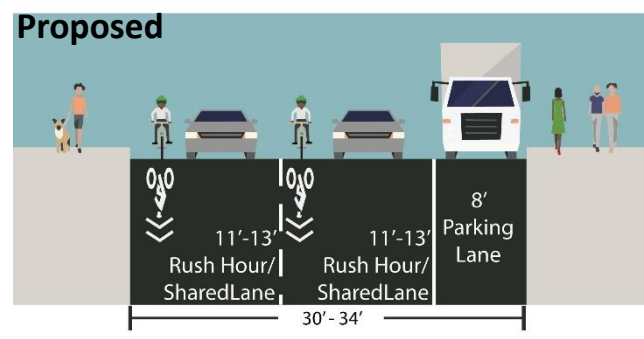
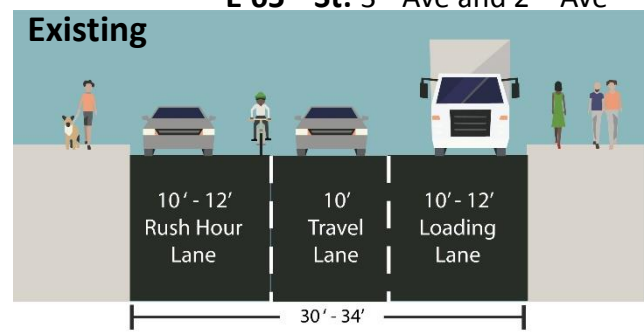
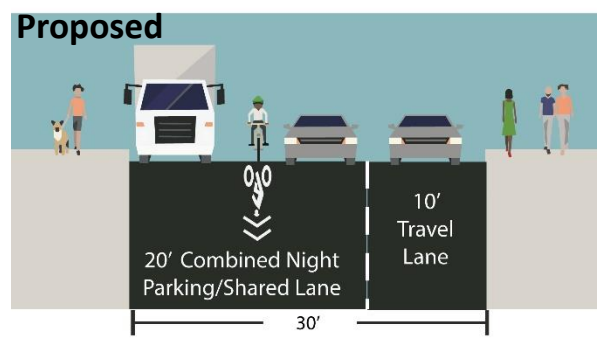
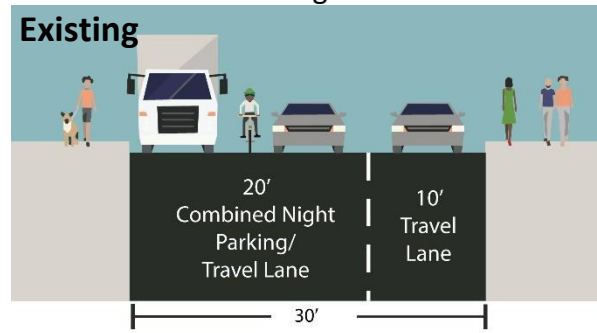
	Shared Lane
	N/S No Standing
	ASP Alternate Side Parking

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

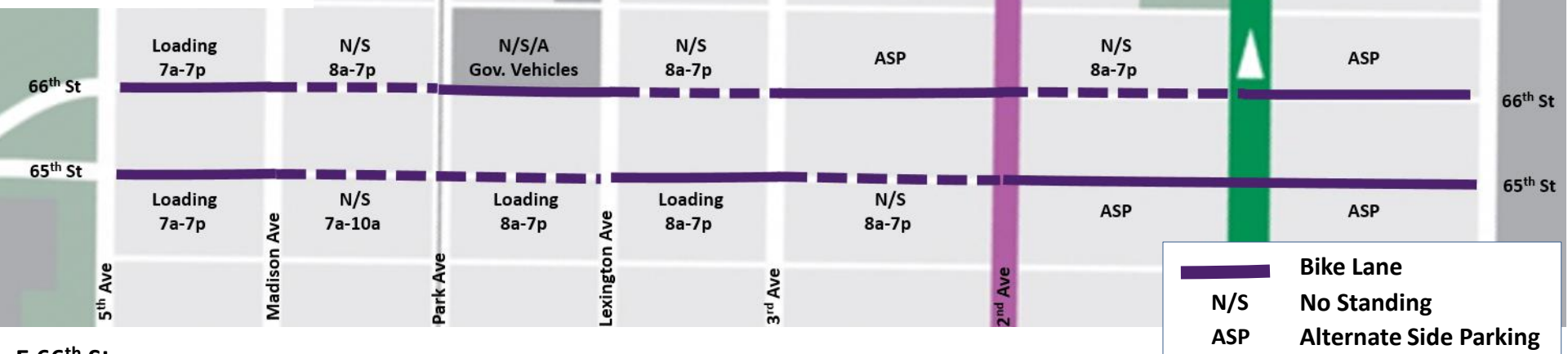
- **Right Side Orientation Aligns with Transverse Through Central Park**
- **Shared Lanes with Existing Rush Hour Lanes**
No parking loss
No loss of travel lanes
Provides increased awareness and wayfinding

E 65th St
 Madison Ave and Lexington Ave



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

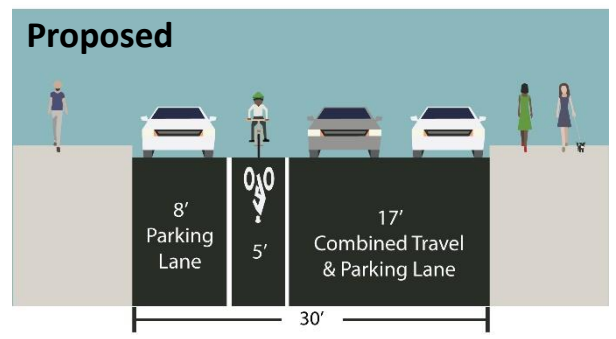
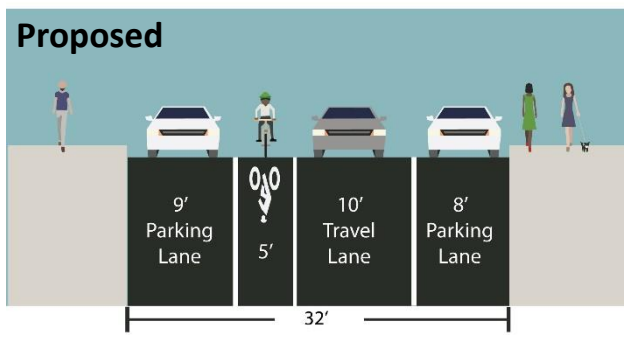
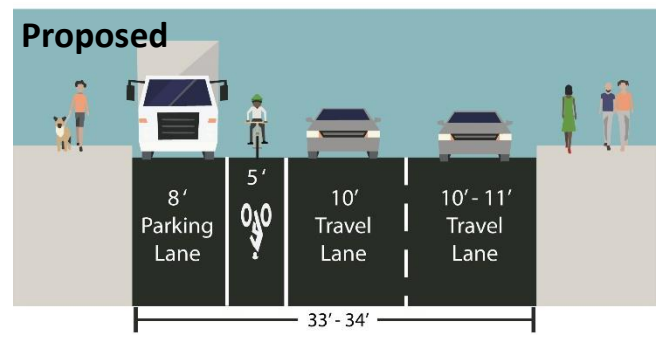
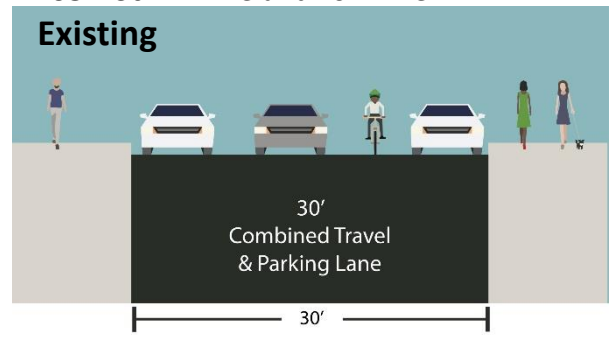
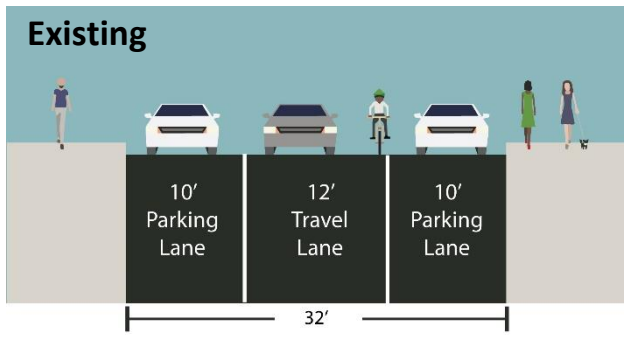
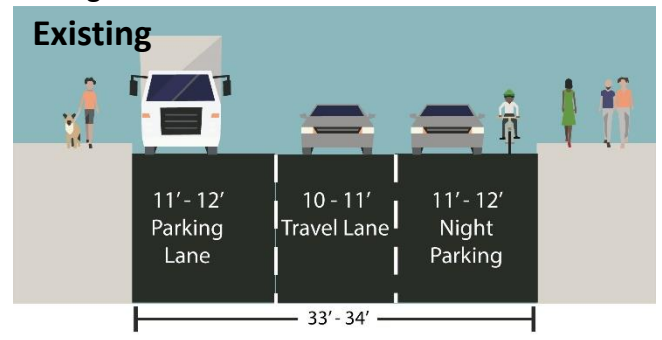
Proposal Overview



E 66th St
 5th Ave and Madison Ave
E 65th St
 5th Ave and Madison Ave
 Lexington Ave and 3rd Ave

E 66th St
 3rd Ave and 2nd Ave

E 66th St:
 1st Ave and York Ave
 Park Ave and Lexington Ave
E 65th St: 2nd Ave and York Ave



Summary and Next Steps

3

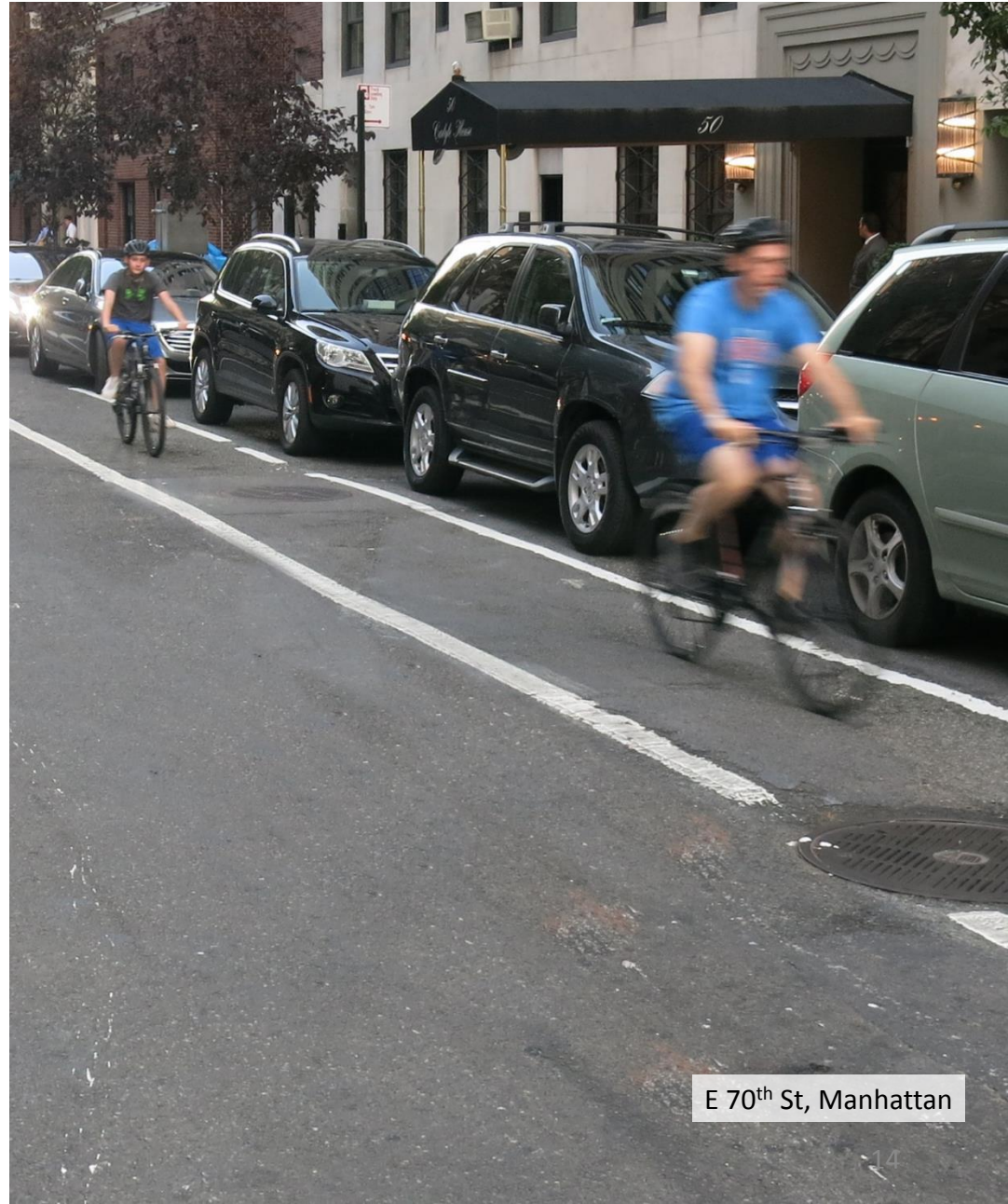
Proposed Project Benefits

(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



E 70th St, Manhattan

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!



NYC DOT



NYC DOT



nyc_dot



NYC DOT