

Upper East Side Crosstown Bike Routes

E 85th/84th St, E 78th/77th St, E 68th/67th St

2016



Presentation Overview

(1) Background

- Bike Network Expansion
- Bike Share Expansion
- Safety

(2) Proposed Project

- Corridor Treatments / Bike Facilities

(3) Summary of Proposal

East 84th St, between York Ave and East End Ave

Project Background

Bike Network Connectivity

LEGEND



Proposed Bicycle Route



Project in Development

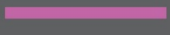
Existing Bicycle Facilities



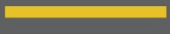
Protected Bicycle Path



Bicycle Lane



Shared Lane



Signed Route

Community Board 8
Request
to study crosstown bike routes
(November 2015)

First and
Second Ave
Protected Bike
Lanes

Central Park

Limited East-West
Crosstown Bike Routes
In the Upper East Side
Citibike Expansion

Limited Bike Access to
Neighborhood
Destinations
Parks, Subway, Institutions,
Existing Network

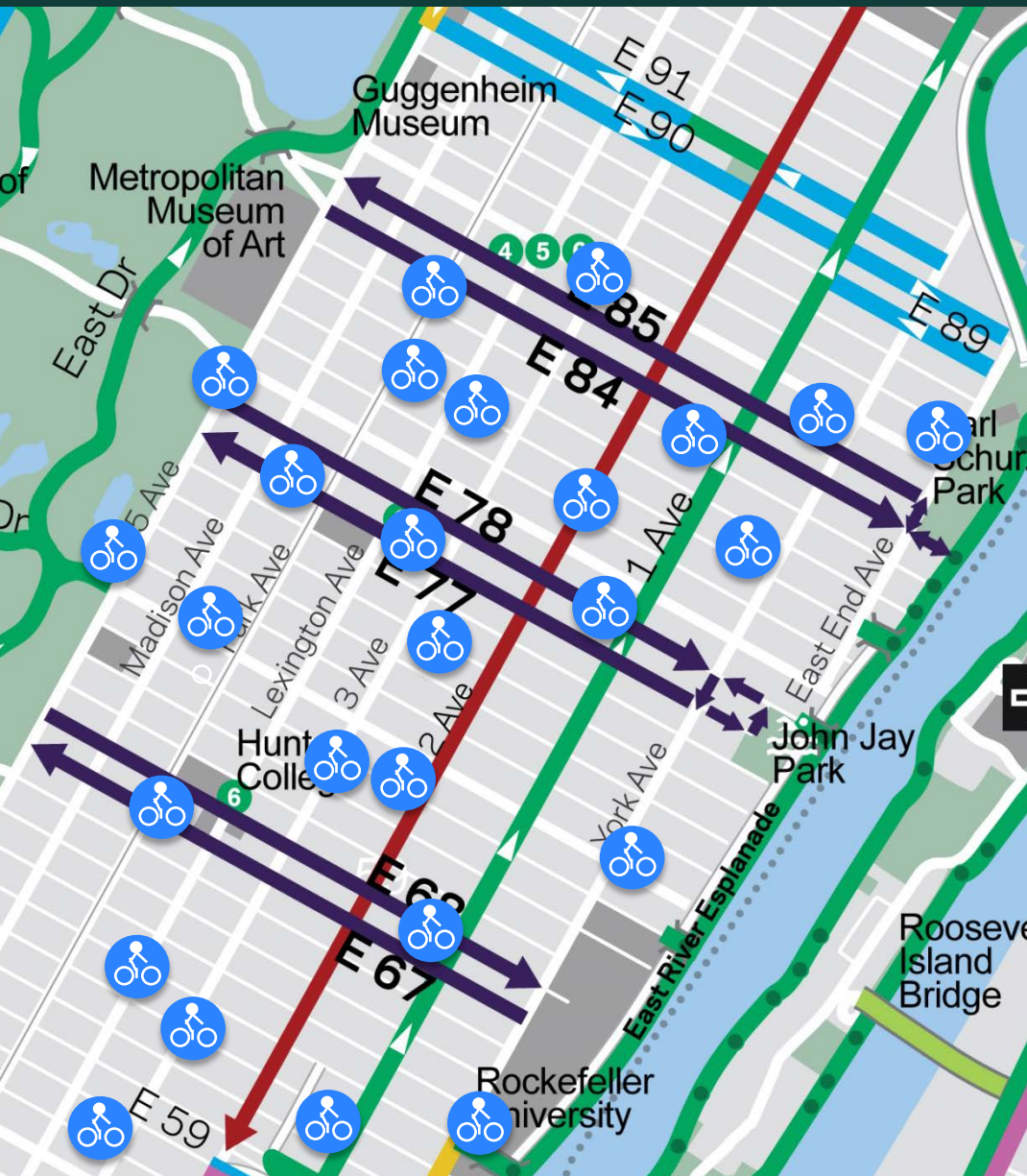
Carl Schurz &
John Jay Park

Manhattan
Waterfront
Greenway



Project Background

Citi Bike in CB 8



Bike Share launched May 2013

- 25 million trips to date

Stations

- 27 Stations in CB 8 Installed in Fall 2015
- 7 Stations on proposed crosstown routes

Trips

- 132,826 trips started or ended in CB 8 in Fall 2015
- 37% of trips initiated in CB 8 stay within district

September 1, 2015 – December 1, 2015
Data from New York City Bike Share

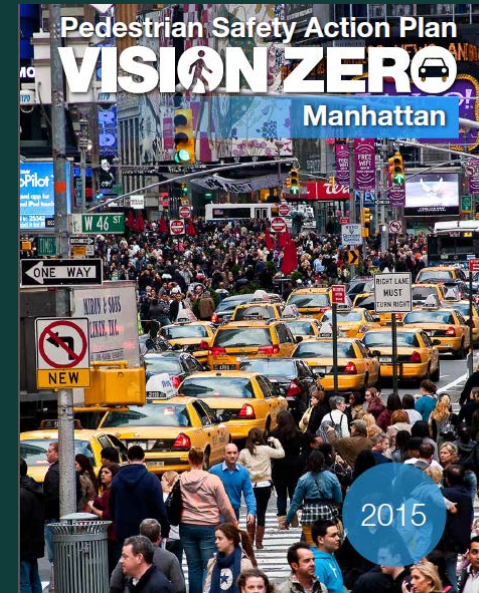
Project Background

Safety

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
 - Priority Intersections, Corridors, and Areas identified for each borough
- Upper Eastside identified as a Priority Area

32 Pedestrians, 8 Cyclists
21 Motor Vehicle Occupants
Killed or Severely Injured
along Project Corridors (2010-2014)



Manhattan Priority Map



 Priority Intersections

 Priority Corridors

 Priority Areas

Project Overview

(1) Crosstown Bike Routes

Dedicated bike lanes

Connecting Central Park, 1st Ave Bike Path, East River Esplanade, Subway, Institutions

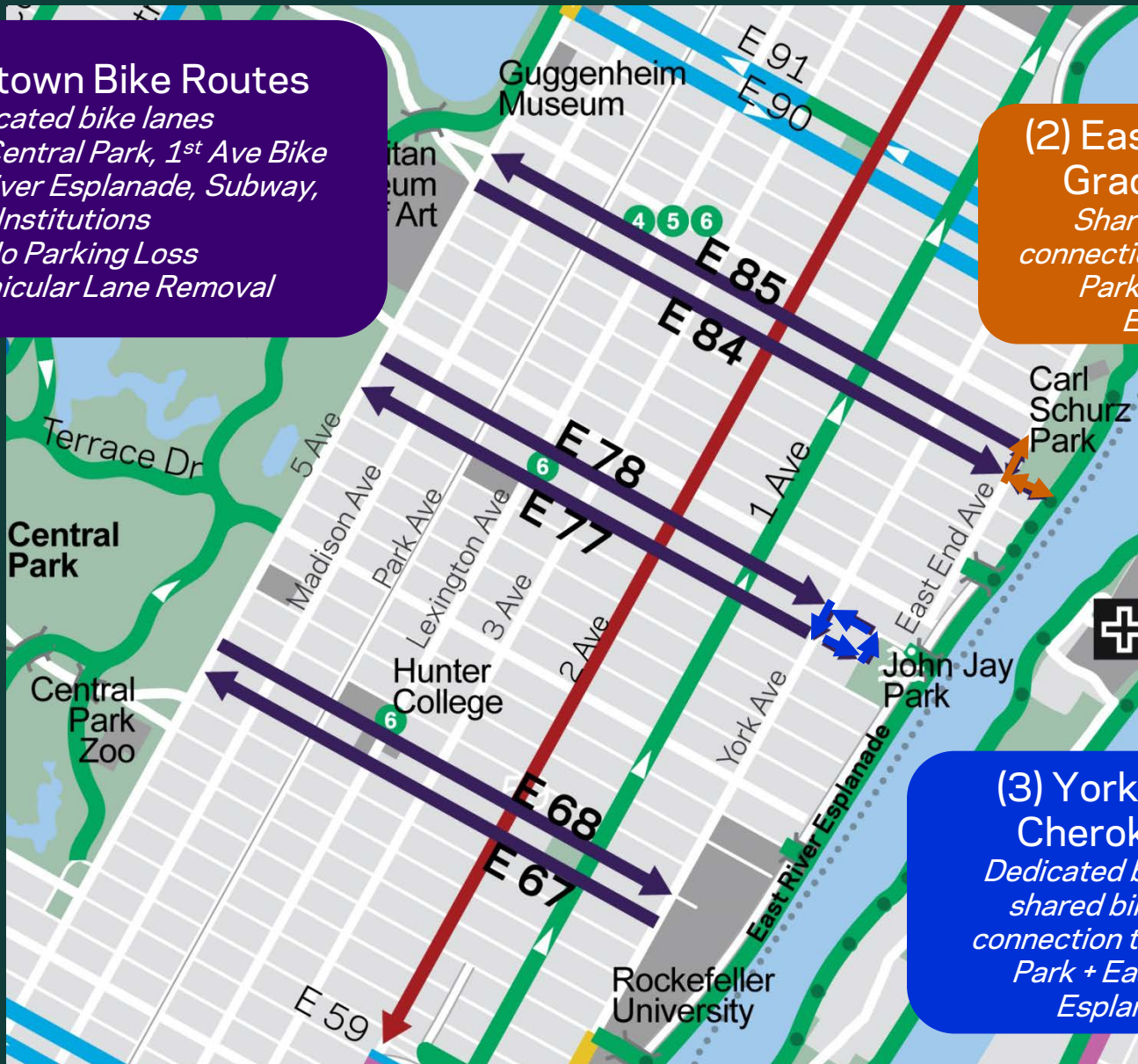
- No Parking Loss
- No Vehicular Lane Removal

(2) East End Ave & Gracie Square

Shared bike route connection to Carl Schurz Park + East River Esplanade

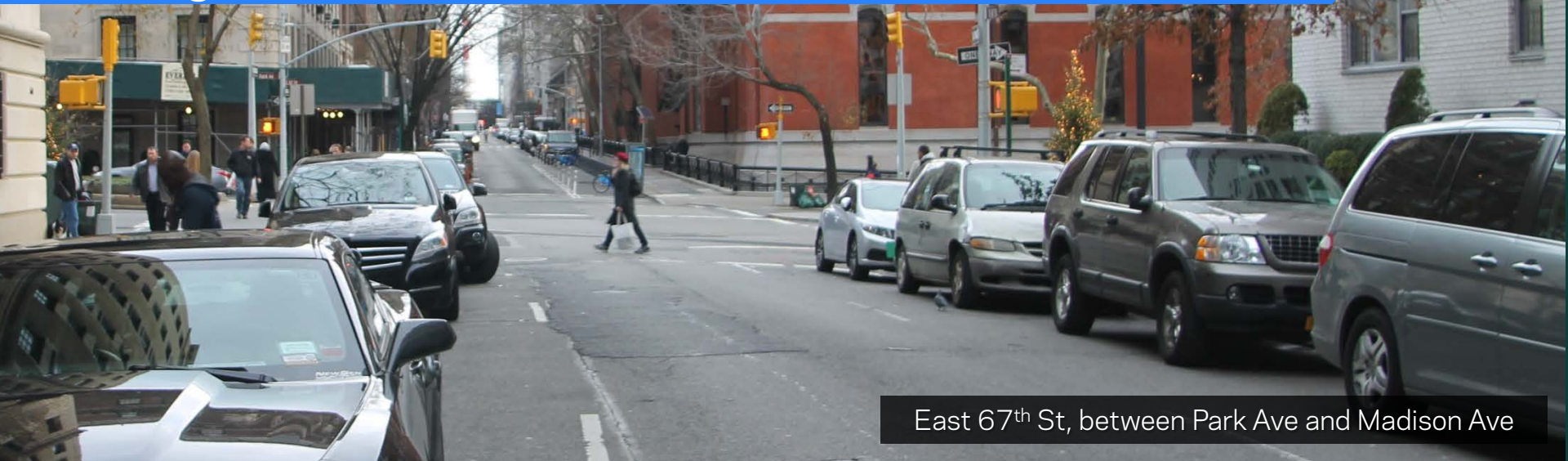
(3) York Ave & Cherokee Pl

Dedicated bike lane + shared bike route connection to John Jay Park + East River Esplanade



(1) Crosstown Routes

Existing Conditions – 85th, 84th, 78th, 77th, 68th, 67th Streets



East 67th St, between Park Ave and Madison Ave



East 84th St, between Lexington Ave and 3rd Ave

(1) Crosstown Routes

Existing Conditions – 85th, 84th, 78th, 77th, 68th, 67th Streets

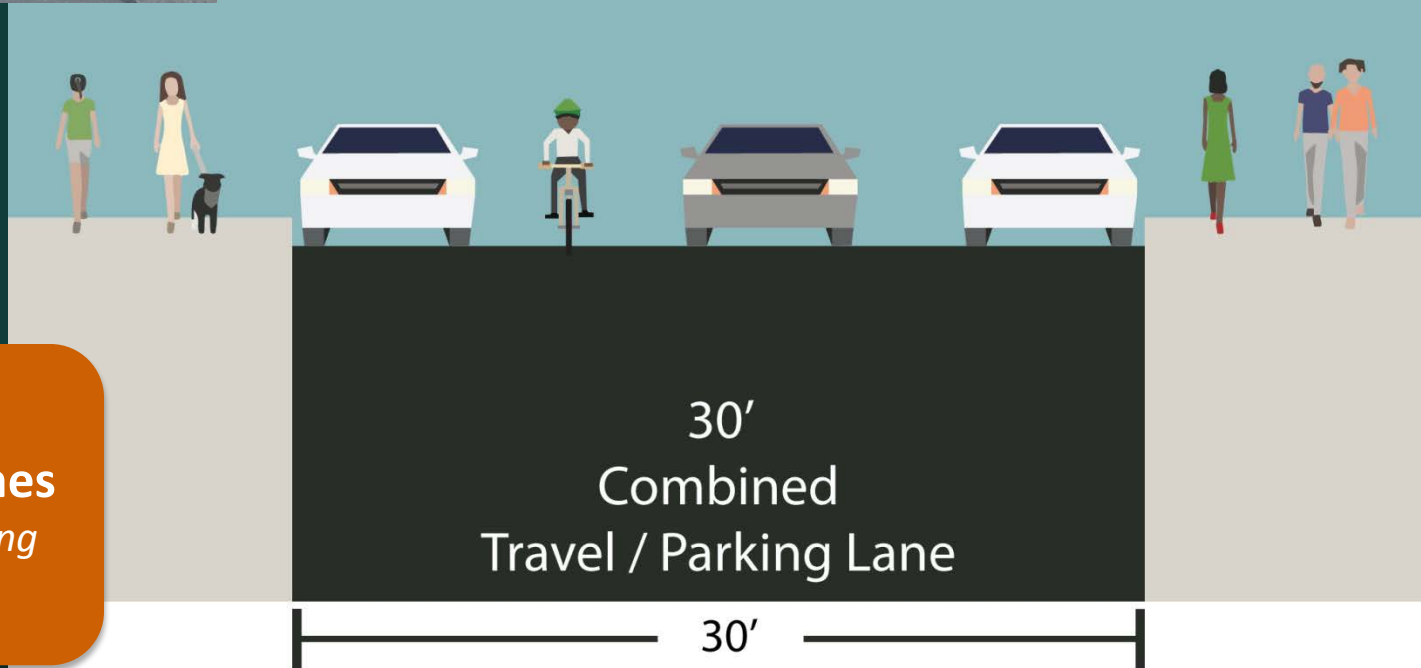


Lack of dedicated bike space

encourages riding on both sides and provides less predictability

Wide Travel Lanes

encourages speeding

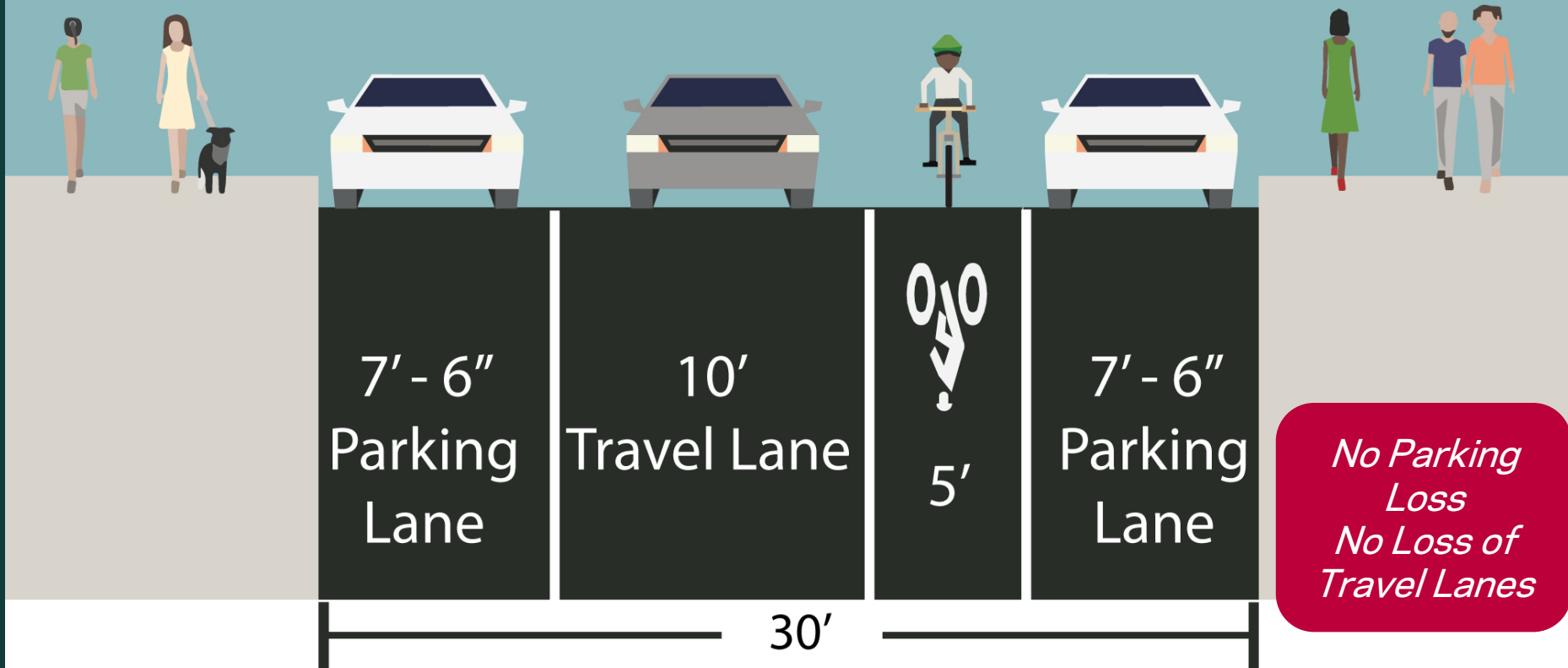


(1) Crosstown Routes

Proposed Design- 85th, 84th, 78th, 77th, 68th, 67th Streets

Standard Width
Travel Lanes
Discourage speeding

Bike Lanes
*Provide dedicated space for cyclists
Increase predictability of cyclist
location*



(1) Crosstown Routes

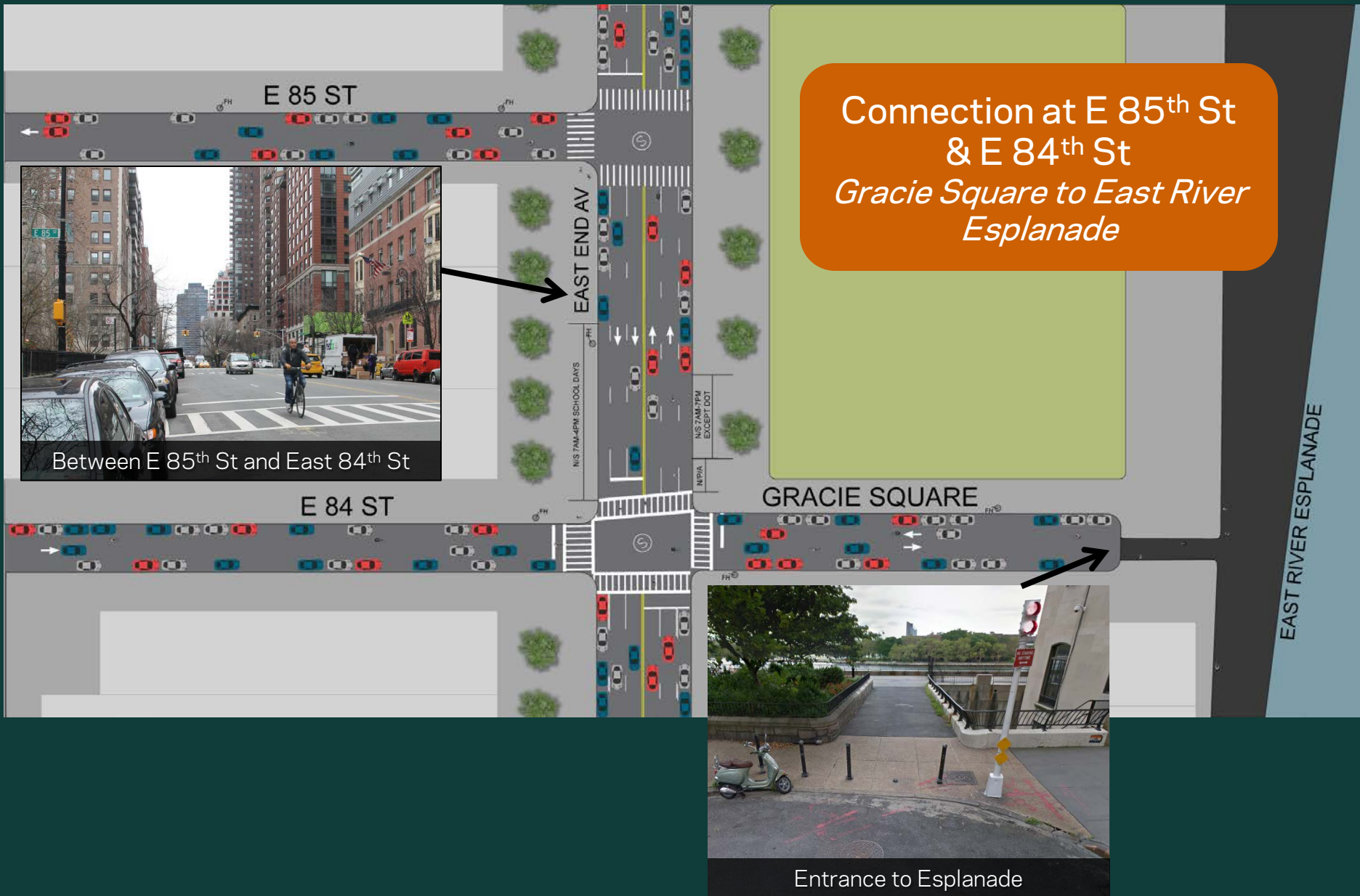
Example of Proposed Design- *85th, 84th, 78th, 77th, 68th, 67th Streets*



54th St, Manhattan

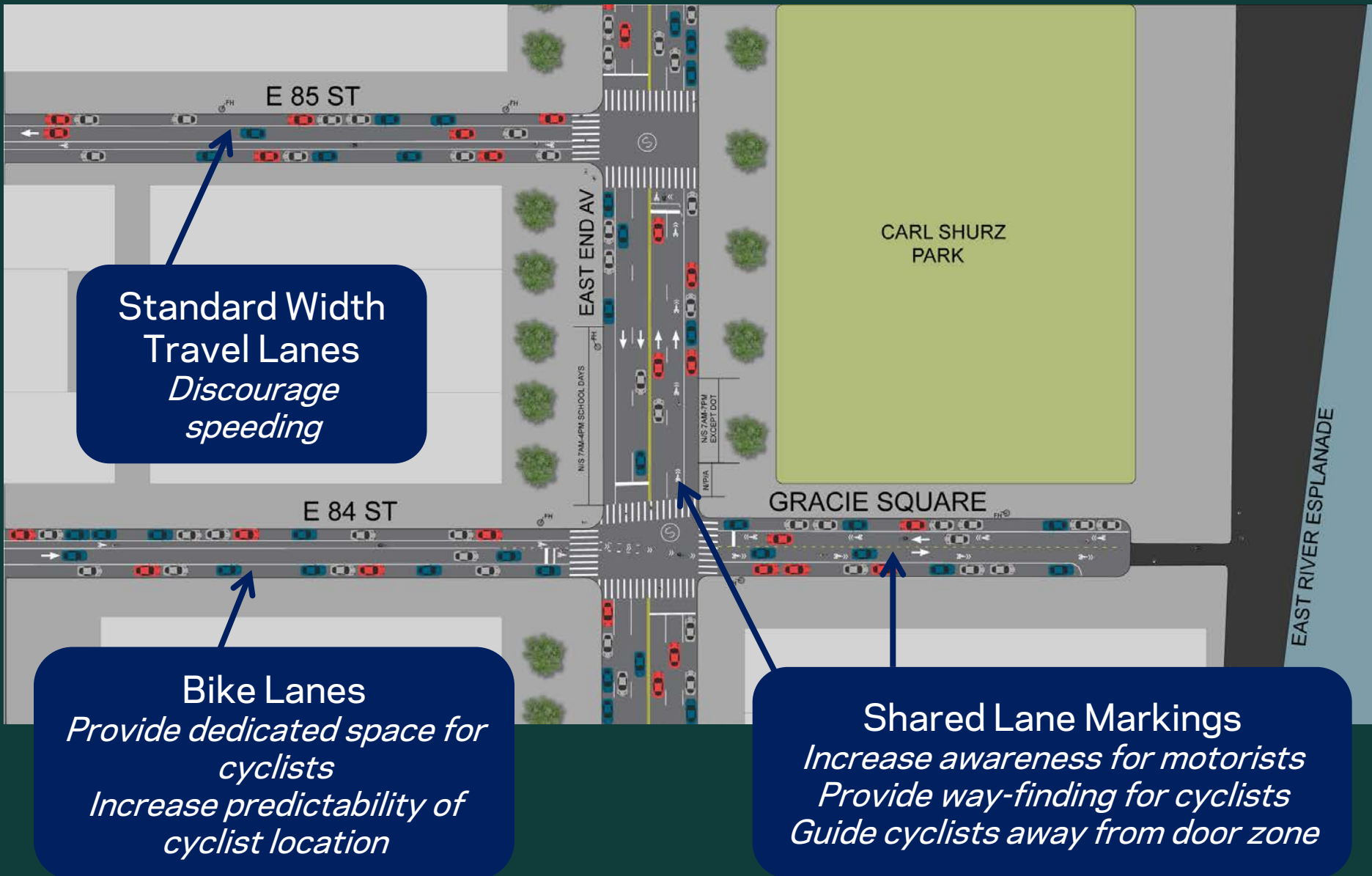
(2) E 85th & E 84th – East River Esplanade Connection

Existing Conditions – *East End Ave + Gracie Square*



(2) E 85th & E 84th – East River Esplanade Connection

Proposed Design– *East End Ave + Gracie Square*



(2) E 85th & E 84th – East River Esplanade Connection

Example of Proposed Design– *East End Ave + Gracie Square*



Vanderbilt Ave, Brooklyn

(3) E 78th & E 77th – East River Esplanade Connection

Existing Conditions – *York Ave + Cherokee Pl*

Connection at E 78th St
& E 77th St –
York Ave & Cherokee Pl
Street directional change



(3) E 78th & E 77th – East River Esplanade Connection

Proposed Design– *York Ave + Cherokee Pl*

Bike Lanes

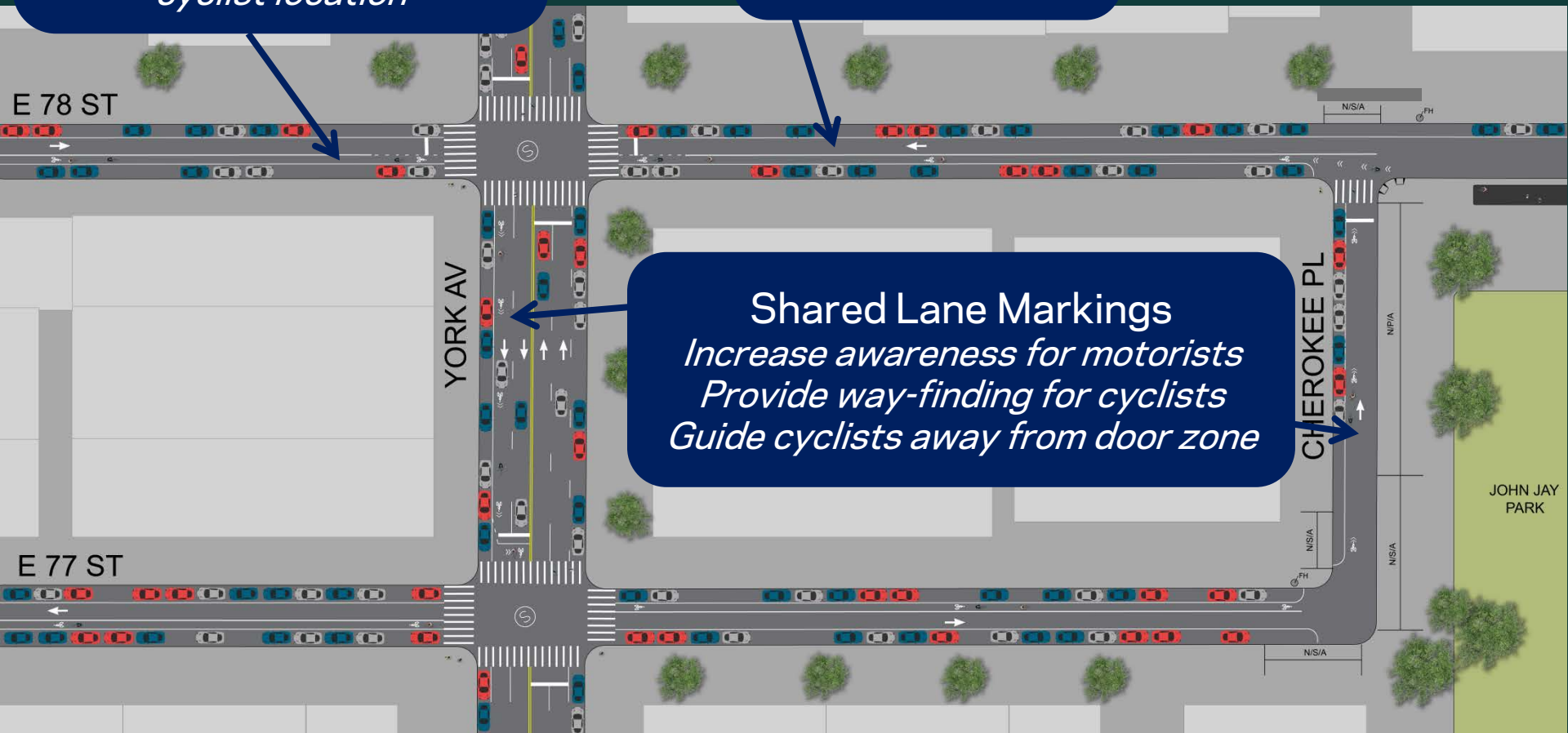
Provide dedicated space for cyclists
Increase predictability of cyclist location

Standard Width Travel Lanes

Discourage speeding

Shared Lane Markings

Increase awareness for motorists
Provide way-finding for cyclists
Guide cyclists away from door zone



Summary/Benefits



E 85th St, Between 3rd Ave and 2nd Ave



(1) Increased Safety for Road Users

- Organizes roadway
- Reduces speeds/calms traffic
- Increases awareness of cyclists

(2) New Connections – Critical Crosstown Bike Routes

- Central Park + East River Esplanade
- Bike Share
- 1st Ave and 2nd Ave Protected Bike Paths
- Numerous Institutions
- Subway

Public Engagement

Street Ambassadors



DOT can coordinate Street Ambassadors safety outreach including light & bell giveaways with implementation



Outreach on 1st Ave on September 22, 2015
Outreach at the Ed Koch Queensboro Bridge on November 16, 2015

Public Engagement

Commercial Bike Unit

DOT can coordinate
Commercial Bike Unit safety
outreach with implementation

Commercial Bicyclist Safety



This poster must be displayed where delivery cyclists will easily see it.

Sections § 10-157 and § 10-157.1 of the New York City Administrative Code regulate businesses using a bicycle for commercial purposes. The responsibilities listed below are imposed by law. Failure to comply with these requirements may subject violators to legal sanctions.

Commercial bicyclists must obey all traffic laws and rules. These laws include, but are not limited to, the following requirements:



Yield to pedestrians



Stay off the sidewalk



Do not wear more than one earphone while riding



Ride in the direction of traffic



Stop at all red lights and stop signs



Use a white headlight and red taillight at night

Commercial bicyclists must:



Wear **retroreflective** upper body apparel with the business' name and bicyclist's 3-digit ID number on the back in lettering at least 1 inch high.



Wear a bicycle helmet in good condition.



Carry a business ID card at all times when riding on behalf of the business, which includes the information below:



- Business name, address and phone number
- Bicyclist's name, photo and 3-digit ID number

Business owners must provide the above items.

Business owners who employ commercial bicyclists must:

Equip commercial bicycles with the following, in addition to the items required above:

- A bell or other audible device
- White headlight and red taillight
- Reflex reflectors
- Brakes
- Metal or plastic sign in good condition at least 3 inches by 5 inches with the business' name and a unique bicycle ID number for each bicycle in lettering at least 1 inch high. The sign must be affixed to the rear or both sides of the bicycle.



Make available at the site a roster to include each cyclist's:

- Name, residence address, date of employment and, where applicable, date of discharge from employment
- Unique 3-digit ID number
- Confirmation of cyclist's completed review of DOT Commercial Cyclist Safety Course



For more, please visit www.nyc.gov/bikes

APRIL 2013



For more information visit: <http://www.nyc.gov/html/dot/html/bicyclists/commercial-cyclists.shtml#bicyclists>

Questions?

**Thank
You**

nyc.gov/dot