Upper East Side Crosstown Bike Routes
E 85th/84th St, E 78th/77th St, E 68th/67th St
(1) Background
• Bike Network
• Route and Design Considerations

(2) Project Description
• Proposed Design
• Design Precedents

(3) Summary of Proposal
Community Board 8 Request to study crosstown bike routes (November 2015)

Project Background
Bike Network Connectivity

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

First and Second Ave Protected Bike Lanes

Carl Schurz & John Jay Park

Manhattan Waterfront Greenway
Project Overview

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

East End Ave & Gracie Square
- Shared bike route connection to Carl Schurz Park + East River Esplanade

York Ave & Cherokee Pl
- Dedicated bike lane + shared bike route connection to John Jay Park + East River Esplanade
Existing Issues

Gap in Bike Network

2 miles between 90th/91st Streets and 55th/54th Streets

Limited bike network in one of NYC’s densest neighborhoods
E 84th & E 85th Streets

- Maintains equidistance between existing + proposed routes
- Central Park + Greenway entrance
- Close to subway station
- Near commercial corridor

Central Park Entrance
Subway
E 86th Street Commercial Corridor
Manhattan Waterfront Greenway Entrance

*No Parking Loss
No Loss of Travel Lanes*
Proposed Design
84th Street between 5th Avenue & Madison Avenue

Existing

- No Parking Loss
- No Loss of Travel Lanes

Proposed

- Maintain Travel Lanes
- Discourage speeding

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

South Sidewalk

- South Sidewalk
- 13' Travel Lane

North Sidewalk

- 12' Travel Lane
- 9' Parking Lane

34'
Proposed Design
85th Street at 5th Avenue

No Parking Loss
No Loss of Travel Lanes

Standard Width Travel Lanes
Discourage speeding
Predictable movements

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

Existing

Proposed
E 77<sup>th</sup> & E 78<sup>th</sup> Streets

- Maintains equidistance between proposed routes
- Central Park + Greenway entrance
- Close to subway station

Central Park Entrance
Subway
Manhattan Waterfront Greenway Entrance

No Parking Loss
No Loss of Travel Lanes
• Maintains equidistance between proposed routes
• Central Park entrance
• Institutions
• Close to subway station
Crosstown Routes
Existing Conditions - 85th, 84th, 78th, 77th, 68th, 67th Streets

Wide Travel Lanes
encourages speeding

Lack of dedicated bike space
encourages riding on both sides and provides less predictability
Crosstown Routes
Proposed Design—85th, 84th, 78th, 77th, 68th, 67th Streets

Existing

- No Parking Loss
- No Loss of Travel Lanes

Proposed

- Standard Width Travel Lanes
- Discourage speeding
- Bike Lanes
  - Provide dedicated space for cyclists
  - Increase predictability of cyclist location
Crosstown Routes
Example of Proposed Design—85th, 84th, 78th, 77th, 68th, 67th Streets
Hospitals on Bike Routes

Manhattan
- 8 Hospitals
Outer Boroughs
- 10 Hospitals

Brooklyn Hospital Center – Ashland Pl

Bronx Lebanon Hospital – Grand Concourse

Map highlights Bike Network core
NYPD Precincts and Fire Houses on Bike Routes

Manhattan
- 6 NYPD Precincts
- 7 Fire Houses

Outer Boroughs
- 13 NYPD Precincts
- 29 Fire Houses

Map highlights Bike Network core
Schools on Bike Routes

Manhattan
• 85 Public & Private Schools

Outer Boroughs
• 397 Public & Private Schools

Public School 11 - W 21st St, MN
Bike Routes on Bus Routes

Bike Infrastructure
- 174 Bus Routes overlap with a bike route
Summary/Benefits

(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
DOT can coordinate Commercial Bike Unit safety outreach with implementation

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