Upper East Side Crosstown Bike Routes

New York City Department of Transportation
Presented to Community Board 8 on May 4, 2016
Project Background

Process

November 5, 2015
CB 8 requested crosstown bike lanes

February 3, 2016
DOT presented proposed routes

March 2, 2016
DOT presented additional information about proposed routes, in response to CB 8 request

March 16, 2016
CB 8 requested that for each of the original three pairs DOT provide an alternative pair for consideration

Tonight we will:

(1) Review original and alternative proposals

(2) Select pairs of crosstown routes

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

Original and Alternative Proposed Routes

**Original Proposed Routes**
- 85th St / 84th St
- 78th St / 77th St
- 68th St / 67th St

**Alternative Proposed Routes**
- 82nd St / 81st St
- 76th St / 75th St
- 71st St / 70th St
Original and Alternative Proposed Routes

Typical Existing Conditions

**Wide Travel Lanes**
*Encourage speeding*

**Lack of dedicated bike space**
*encourages riding on both sides and provides less predictability*

East 81st St, between Park Ave and Lexington Ave

East 76th St, between 3rd Ave and 2nd Ave
Typical Proposed Design

Existing

30' Combined Travel / Parking Lane

Proposed

30' Standard Width Travel Lanes

7½' Parking Lane  10' Travel Lane  5'  7½' Parking Lane

No Parking Loss
No Loss of Travel Lanes

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

Discourage speeding
Original and Alternative Proposed Routes

Example of Proposed Design
Crosstown Bike Routes

Route Selection Considerations

1. Connections to subway stations
2. Proximity to commercial corridors
3. Connections to parks (Central Park, Carl Schurz Park, John Jay Park)
4. Connections to greenway
5. Distance between routes
Route Selection Considerations

E 84th / E 85th and E 82nd / E 81st Streets

Original Proposed Routes
• Close to subway stations
• Near 86th St commercial corridor
• Direct connections to Central Park + Greenway

Alternative Proposed Routes
• Farther from subway + commercial corridor
• Less convenient entrances to Central Park + Greenway
Route Selection Considerations
E 78th / E 77th and E 76th / E 75th Streets

Original Proposed Routes
• Close to subway stations
• Connections to Central Park + Greenway

Alternative Proposed Routes
• Farther from subway
• Connection to Central Park but less convenient entrances to Greenway

Central Park Entrances
Connection to Greenway
Dead End at FDR
Route Selection Considerations
E 68th / E 67th and E 71st / E 70th Streets

Original Proposed Routes
• Close to subway stations
• Close to Hunter College
• Connections to Central Park
• Existing bus route

Alternative Proposed Routes
• Farther from 6, closer to Q/T subway station
• Connection to Central Park and connection to Greenway at 71st St
• Farther from Hunter College
• No bus route

Central Park Entrances
Pedestrian Bridge to Greenway
Route Selection Considerations

Distance Between Routes

- Original Proposed Routes:
  - 0.3 miles
  - 0.4 miles
  - 0.5 miles

- Alternative Proposed Routes:
  - 0.2 miles
  - 0.2 miles
  - 0.5 miles
Project Goals
(1) Increased Safety for Road Users
  • Organize roadway + reduce speeds/calm traffic
  • Increase awareness of cyclists
(2) Improved Connectivity and Access
  • Subway Stations
  • Commercial Corridors
  • Parks
  • Greenway
  • Distance Between Routes
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

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

Thank You