

First Avenue Complete Street Extension Community Board 8



Commissioner Janette Sadik-Khan, New York City Department of Transportation
September 7, 2011

Agenda

- Summary of 2010 & 2011 Implementation
- Traffic, Bicycle and Pedestrian Data
- Future Implementation CB8

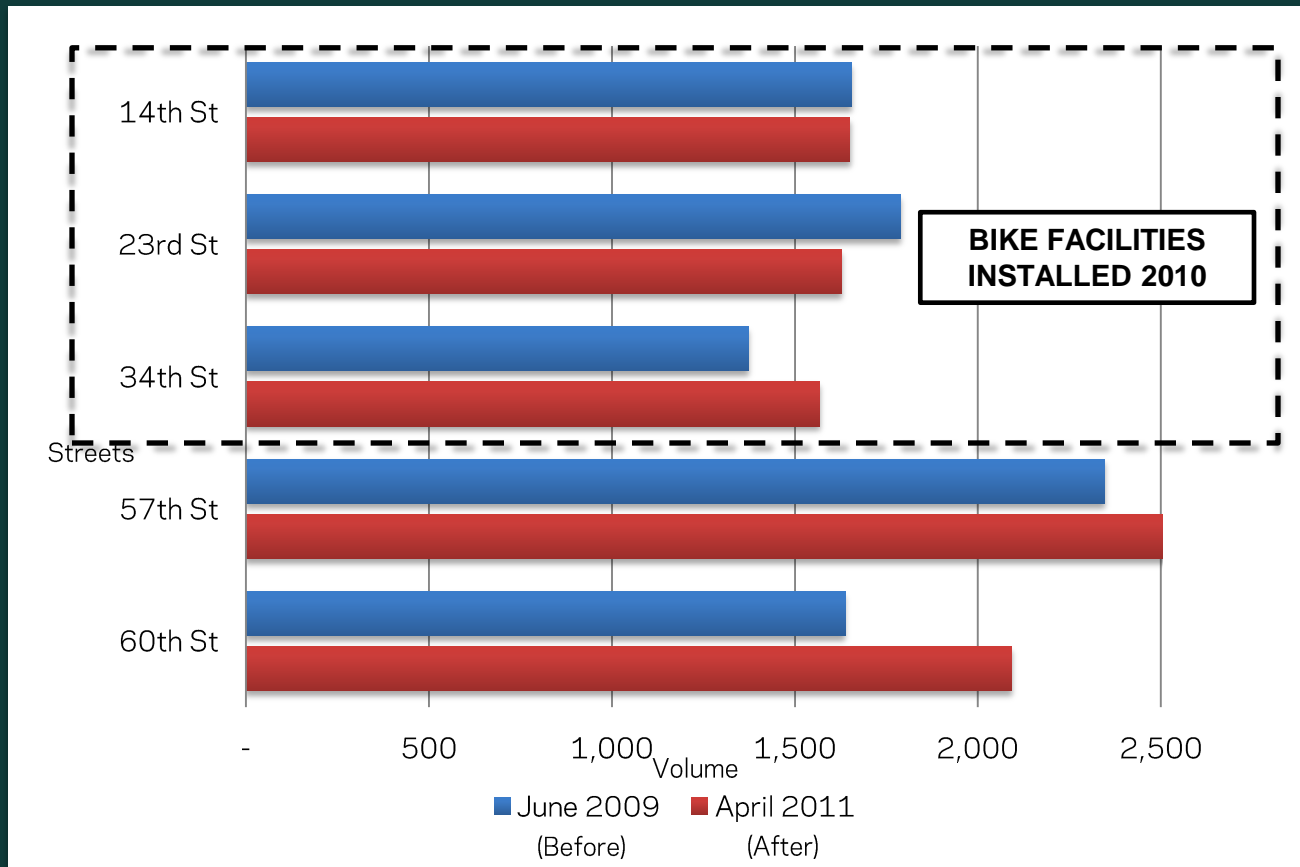
2010 & 2011 Implementation



- Limits: 2010 - Houston St to E 34th St, 2011- E 34th St to E 57th St (on-going)
- Significant expansion of protected bicycle paths
- Installed over 45 pedestrian safety islands

Traffic Data

First Avenue Traffic Volumes - PM Peak Hour (5:30p to 6:30p)

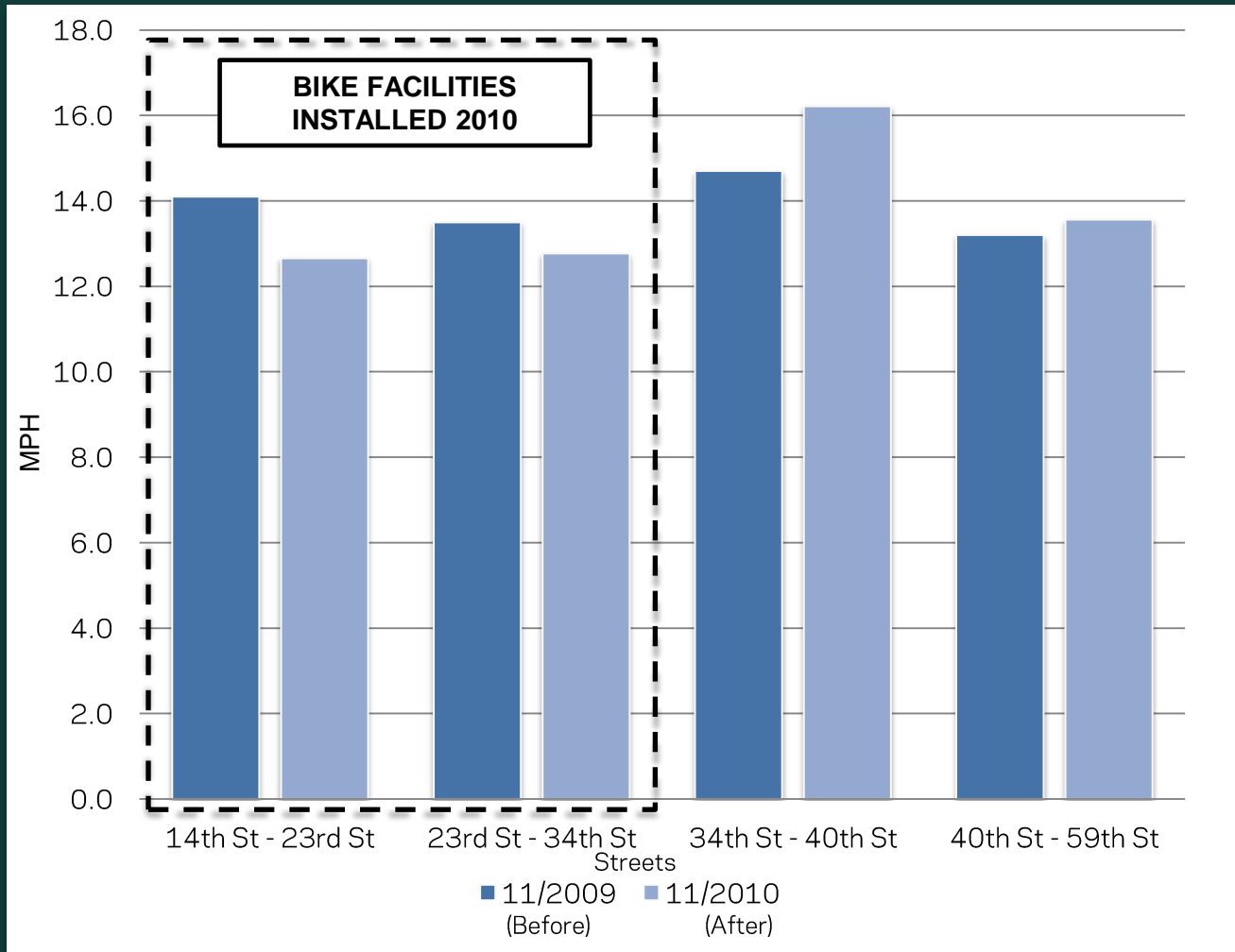


Very minor changes in traffic volumes through project area after travel lane reductions

- First Avenue - Travel lanes reduced from 5 lanes to 3 lanes within project area

Traffic Data

First Avenue - Taxi Speeds



Travel times remained level through project area after travel lane reductions

- First Avenue - Travel lanes reduced from 5 lanes to 3 lanes in project area

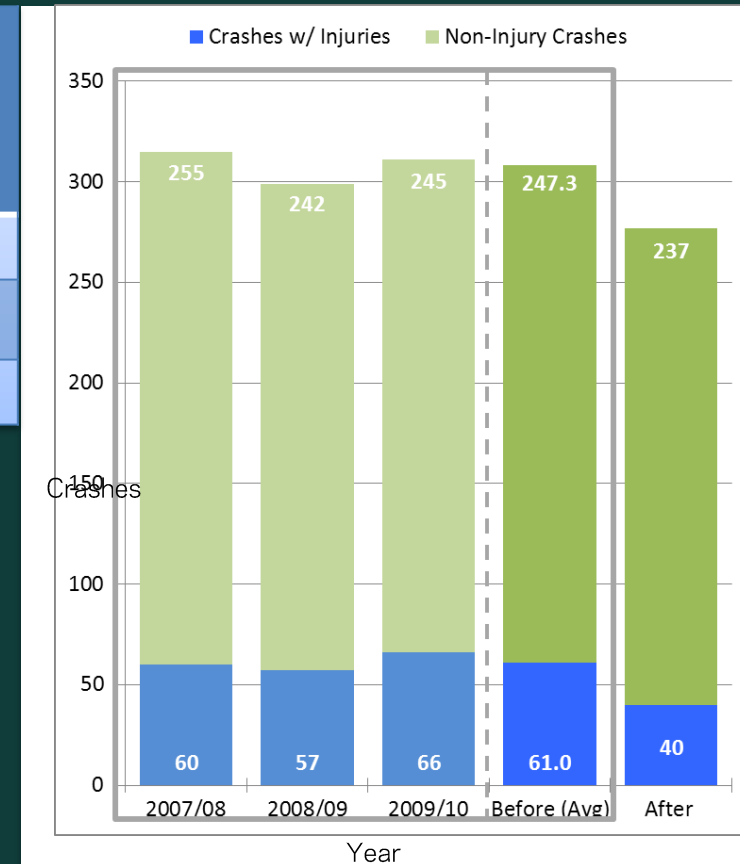
Safety Data

First Avenue – 1st St to 34th Street

Averaged Before & After Crash Analysis

Yearly Before & After Crash Analysis

	Before Period*		After: 12/1/10 to 06/30/11	% Change
	Total Before	Average per 7 Months		
Crashes	925	308.3	277	-10.2%
Crashes w/ Injury	183	61	40	-34.4%
Total Injuries	208	69.3	44	-36.5%



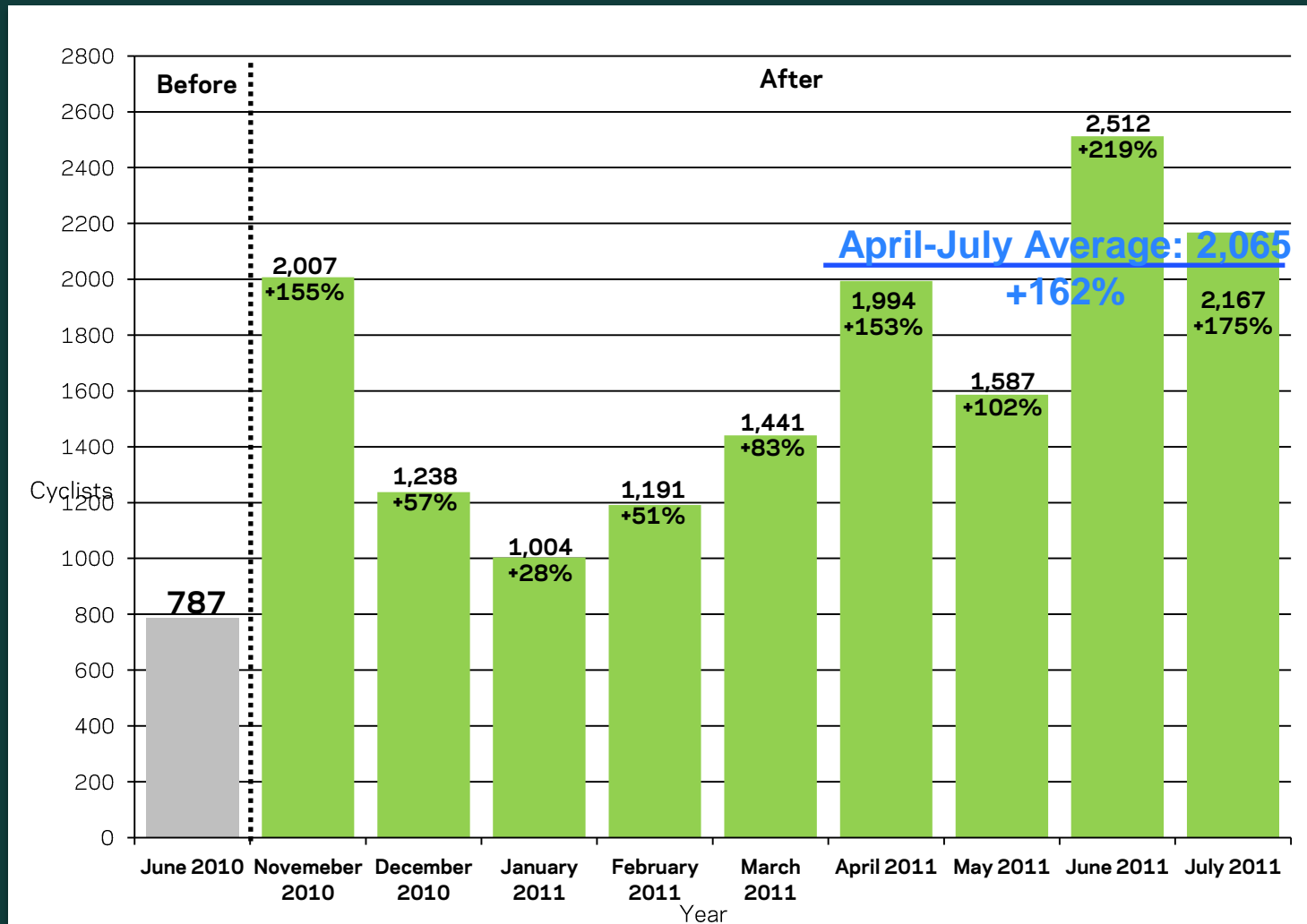
- Crashes are down **10%**
- Crashes that cause injuries are down **34%**
- Injuries to all street users are down **37%**

Source:

NYPD Accident Database (TAMS data)

*Before period: 12/01/07 to 06/30/08, 12/01/08 to 06/30/09, 12/01/09 to 06/30/10

Bicycle Volumes - Weekday



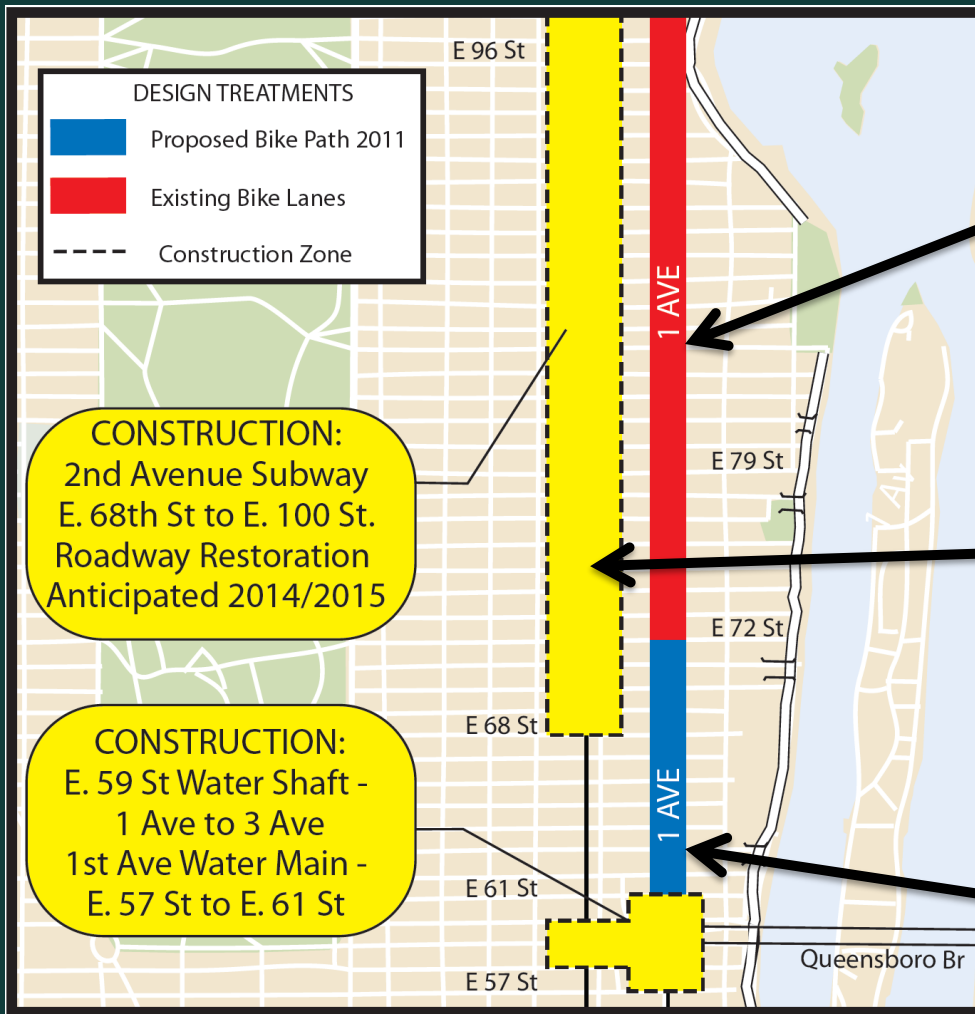
First Avenue

Between St Marks Pl and E 9th St
Cyclist Volumes - 12 Hour: 7am-7pm, Weekdays

Notes:

Data from a single weekday count (06/29/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11, 05/03/11, 06/07/11, 07/07/11)

First & Second Ave Plan - CB8



First Ave: E 72nd St - E 96th St

- Swap existing buffered bike lane with parking lane
- Implementation schedule TBD

Second Ave: E 68th St - E 100th St

- Second Ave Subway: Bicycle paths to be implemented as part of roadway restoration

First Ave: E 60th St - E 72nd St

- Remove one travel lane for parking protected bicycle path
- Fall 2011 desired implementation

Summer/Fall 2010: Bike paths installed below 34th Street

Summer 2011: Extended bike facilities to 57th Street

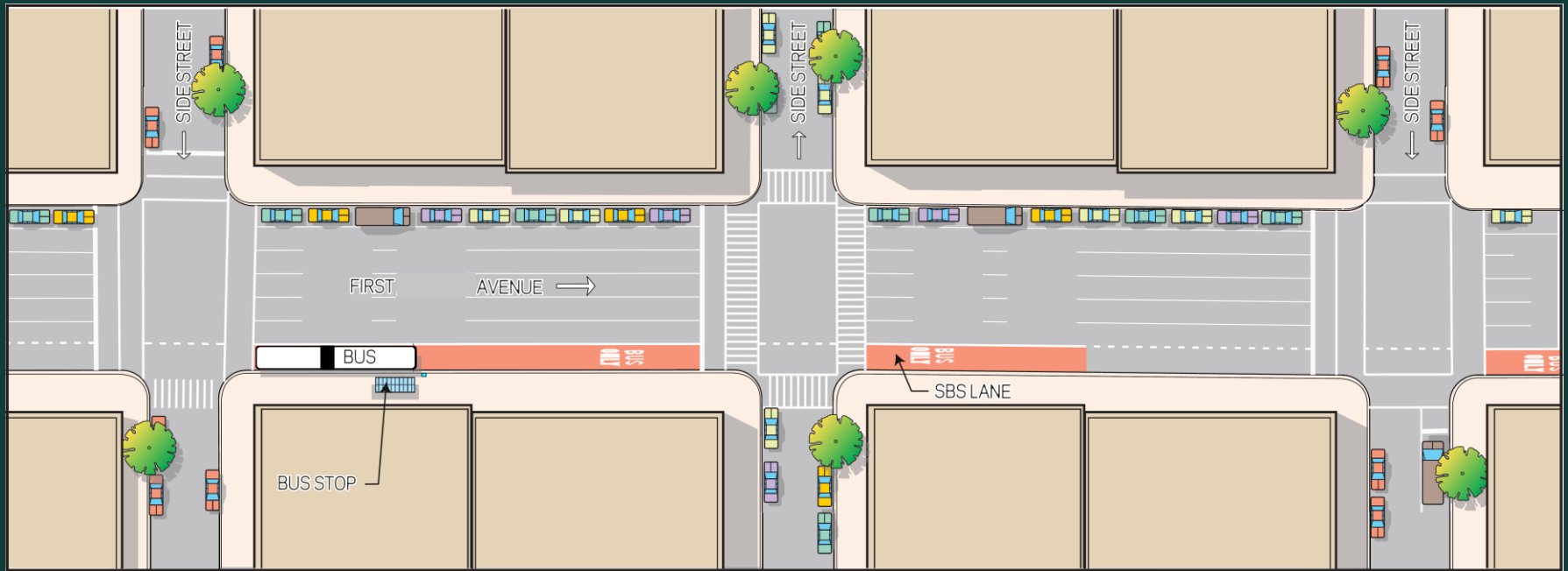
Design Treatments



- Mixing Zones - accommodate vehicle/bike turning conflict
- Pedestrian Islands - Shorten pedestrian crossings
- Total protection for cyclists mid-block
- No loss of loading zone space

Existing Conditions

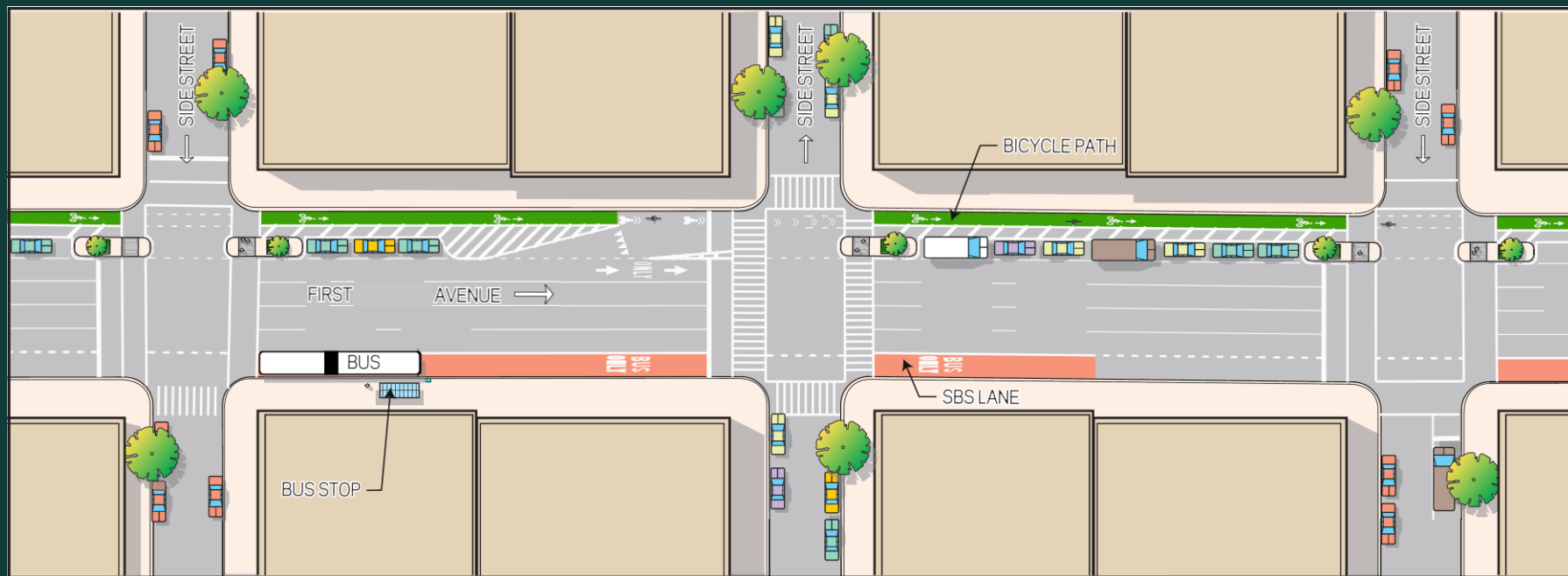
First Avenue: Existing Conditions E 60th Street to E 72nd Street



- Curbside parking lanes
- Five travel lanes
- Peak Hour Vehicle Volume at 72nd Street:
 - AM Peak: 2,298 (9:30a - 10:30a)
 - PM Peak: 2,644 (5:45p-6:45p)
- Offset bus lane
- Gap in bike network (60th St to 72nd St)

Protected Bicycle Path

First Avenue: Typical Design E 60th Street to E 72nd Street



Parking Spaces Repurposed for	# of Parking Space Equivalents
(5) Turn Lanes/ Mixing Zones	40
(13) Pedestrian Islands	7
Total Spaces Repurposed	47
Total Existing Parking Spaces (60 th - 72 nd)	227
Percent of Spaces Repurposed	20%

- Reduction of 1 travel lane:
 - 60th St to 72nd St
- Four travel lanes
- Curbside bus lane

Similar Roadway Configuration



Second Avenue at St. Marks Place

Parking Regulations

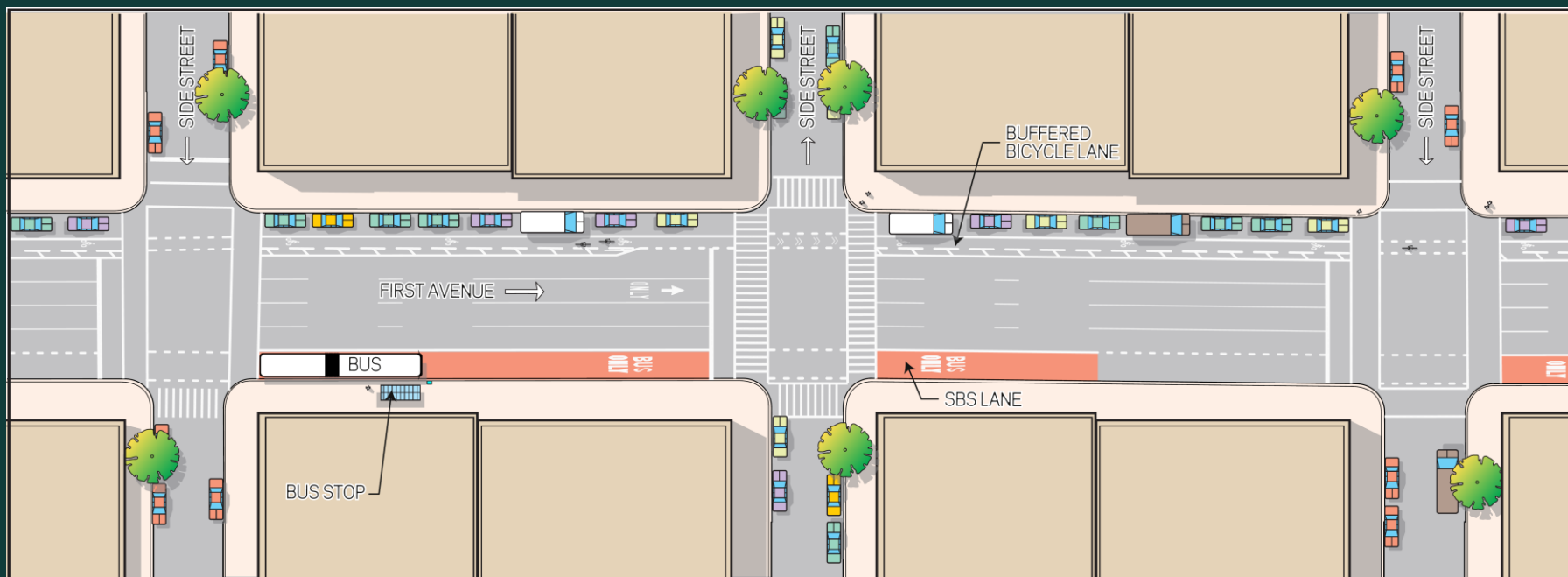
E 60th Street to E 72nd Street

- Parking Reductions
 - Mixing Zones (5) and Pedestrian Islands (13) impact parking lane
- Parking Enhancements
 - Elimination of Peak Period No Standing Restrictions & Street Cleaning add capacity
- Net Parking Impact Minimal
 - Only 2% reduction in overall daytime space hours



Existing Conditions

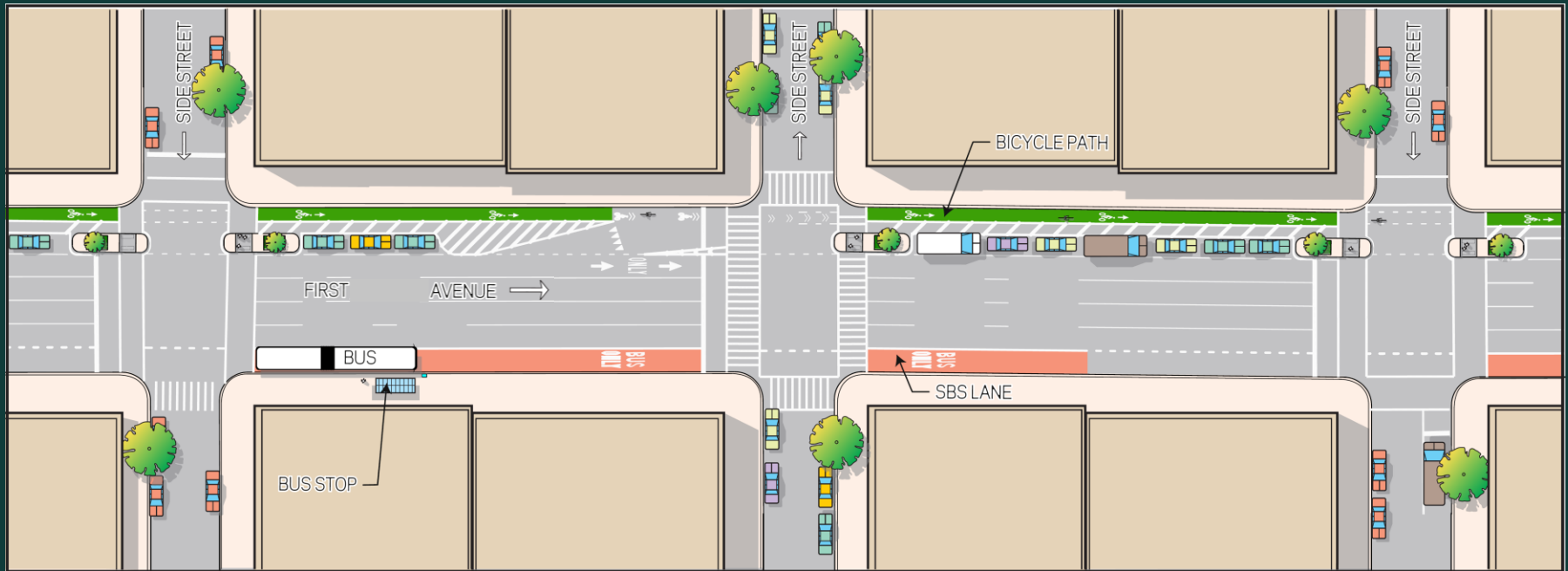
First Avenue: Existing Conditions E 72nd Street to E 80th Street



- Buffered bike lane
- Four travel lanes
- Curbside parking lanes
- Curbside bus lane
- Peak Hour Vehicle Volume at 72nd Street:
 - AM Peak: 2,298 (9:30a - 10:30a)
 - PM Peak: 2,644 (5:45p-6:45p)

Protected Bicycle Path

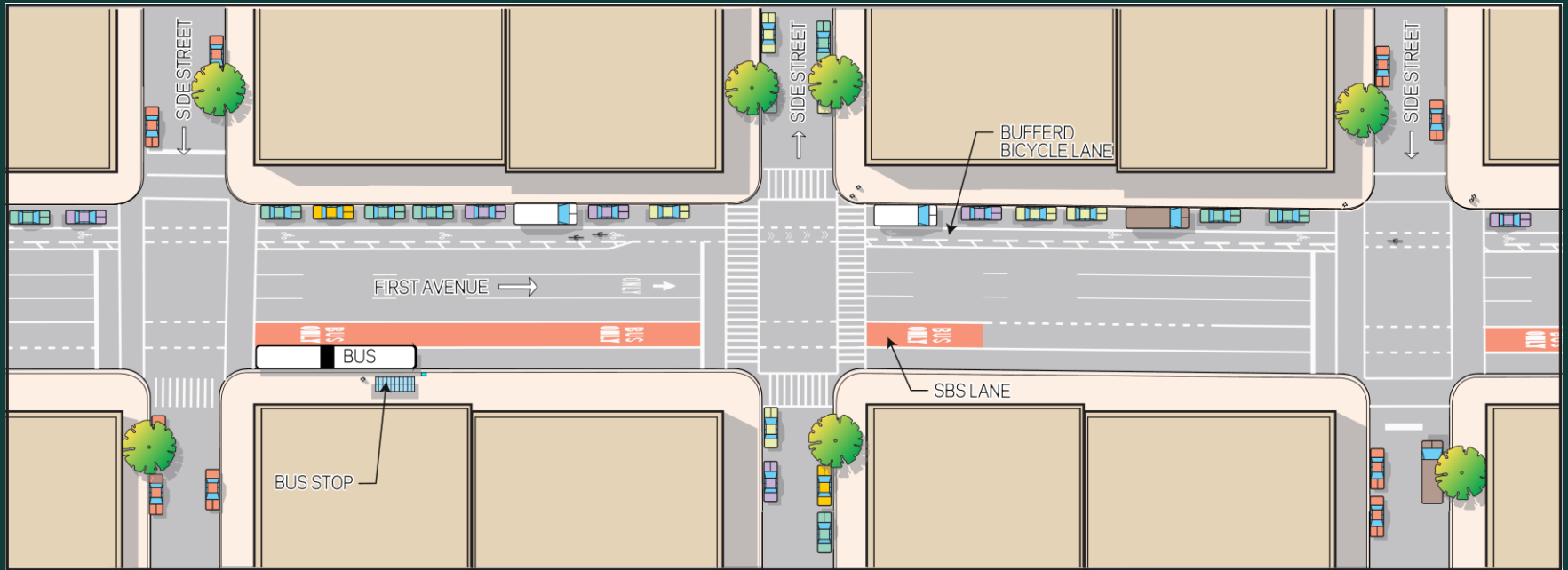
First Avenue: Typical Design E 72nd Street to E 80th Street



- No reduction of travel lanes
- Four travel lanes
- Curbside bus lane

Existing Conditions

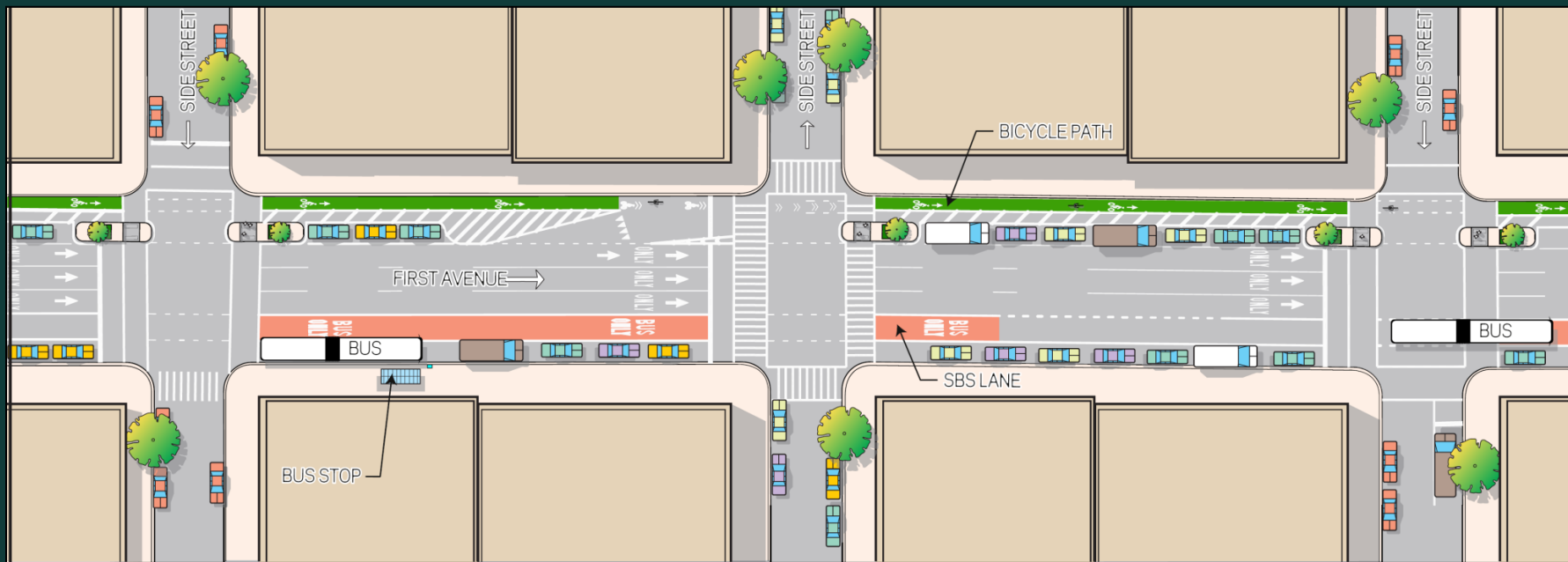
First Avenue: Existing Conditions E 80th Street to E 96th Street



- Buffered bicycle lanes
- Three travel lanes
- Curbside parking lanes
- Offset bus lane
- Peak Hour Vehicle Volume at 86th Street:
 - AM Peak: 1,689 (7:30a - 8:30a)
 - PM Peak: 1,879 (5:45p - 6:45p)

Protected Bicycle Path

First Avenue: Typical Design E 80th Street to E 96th Street



Parking Spaces Repurposed for (72 nd St to 96 th St)	# of Parking Spaces Equivalents
(13) Turn Lanes/ Mixing Zones	76
(32) Pedestrian Islands	17
Total Spaces Repurposed	90
Total Existing Parking Spaces (80th - 96th)	473
Percent of Spaces Repurposed	19%

- No reduction of travel lanes
- Three travel lanes
- Offset bus lane

Similar Roadway Configuration



First Avenue at E. 6th Street

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Thank
You