

# E 106 St to Randall's Island

Street Safety and Improved Access



Commissioner Polly Trottenberg New York City Department of Transportation  
Presented to Manhattan Community Board 11 on May 6, 2014



# Central Park to Randall's Island

## Background – Neighborhood Context

### Open Space

- Central Park
- Waterfront/  
Greenway
- Randall's Island
  - Over 50% of total MN playing fields

### Main 2-way through streets

- E 116 St
- **E 106 St**
- E 96 St



# Central Park to Randall's Island

## Issues Overview

**Central  
Park**

**1. Access to  
Randall's Island**  
underused park  
space

**2. E 106 St: Critical  
Corridor**  
design does not  
serve all users

**3. Inter-borough  
Connections**  
gaps in overall  
network

**Randall's  
Island**



# 1. Access to Randall's Island

## Proposed Connections

### Review:

*FDR Service Rd was not preferred by community residents*

### New Proposal:

**Preferred Option:** *Direct access for EB and WB cyclists on E 102 St*

**Alternative Option:** *Standard one-way pair: EB on E102 St WB on E105 St*

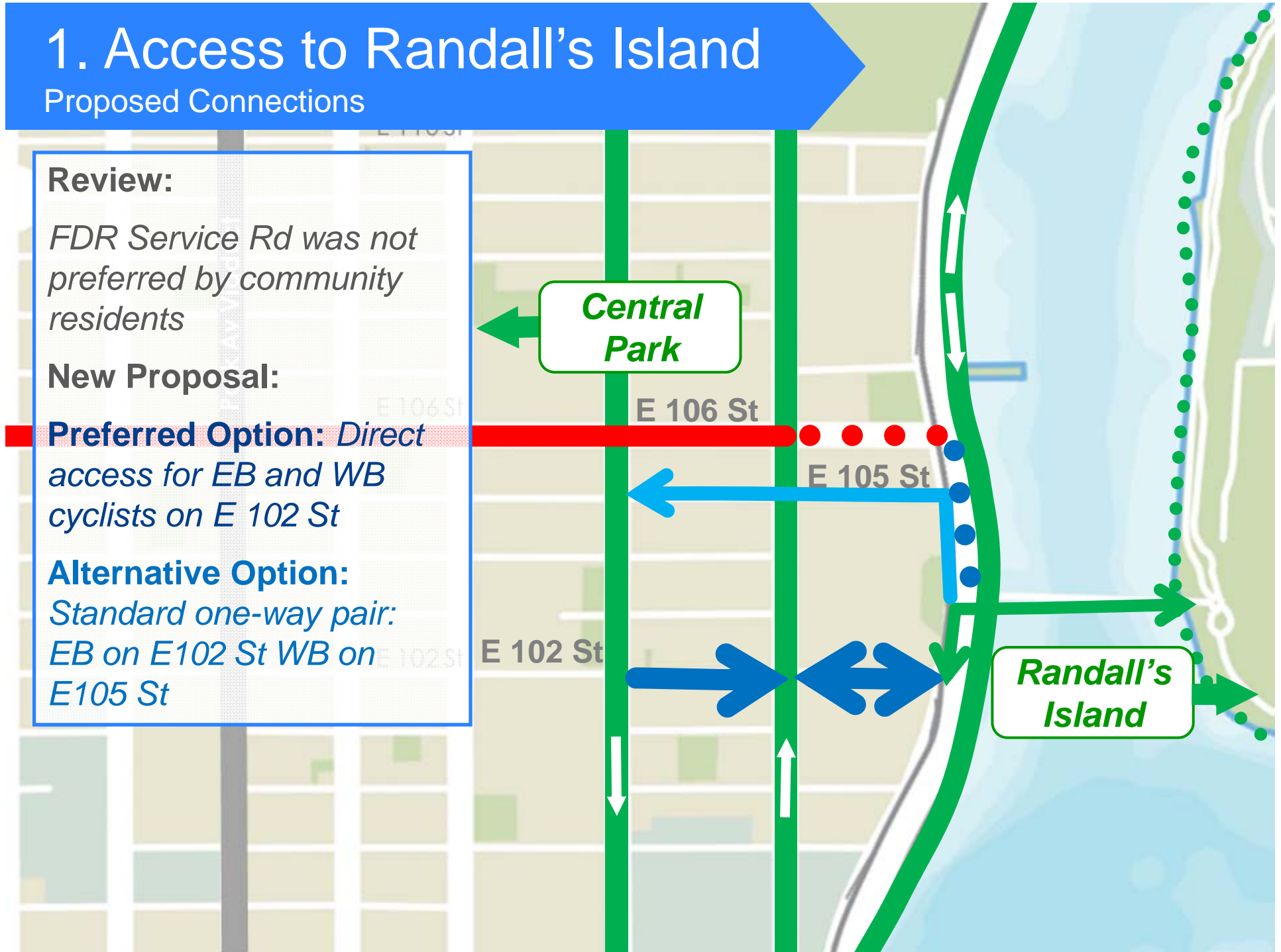
**Central Park**

E 106 St

E 105 St

E 102 St

**Randall's Island**

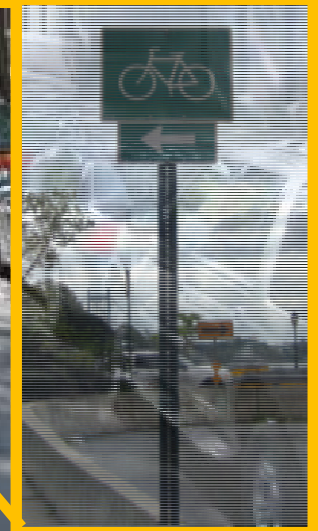


Issue #1

# Access to Randall's Island



**Insufficient  
Signage**



1 Av and E 102 St looking east

# 1. Access to Randall's Island: Preferred Option

Existing Conditions – E 102 St

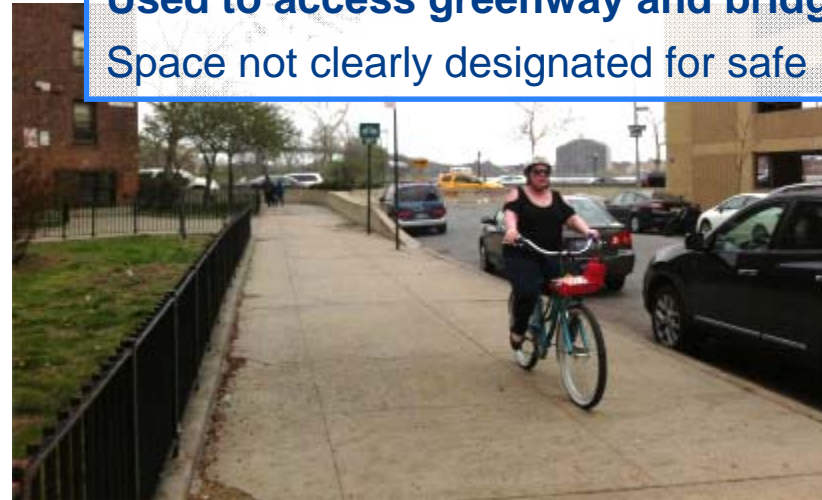


## Low vehicle traffic

PM peak: 100 vph; little through traffic

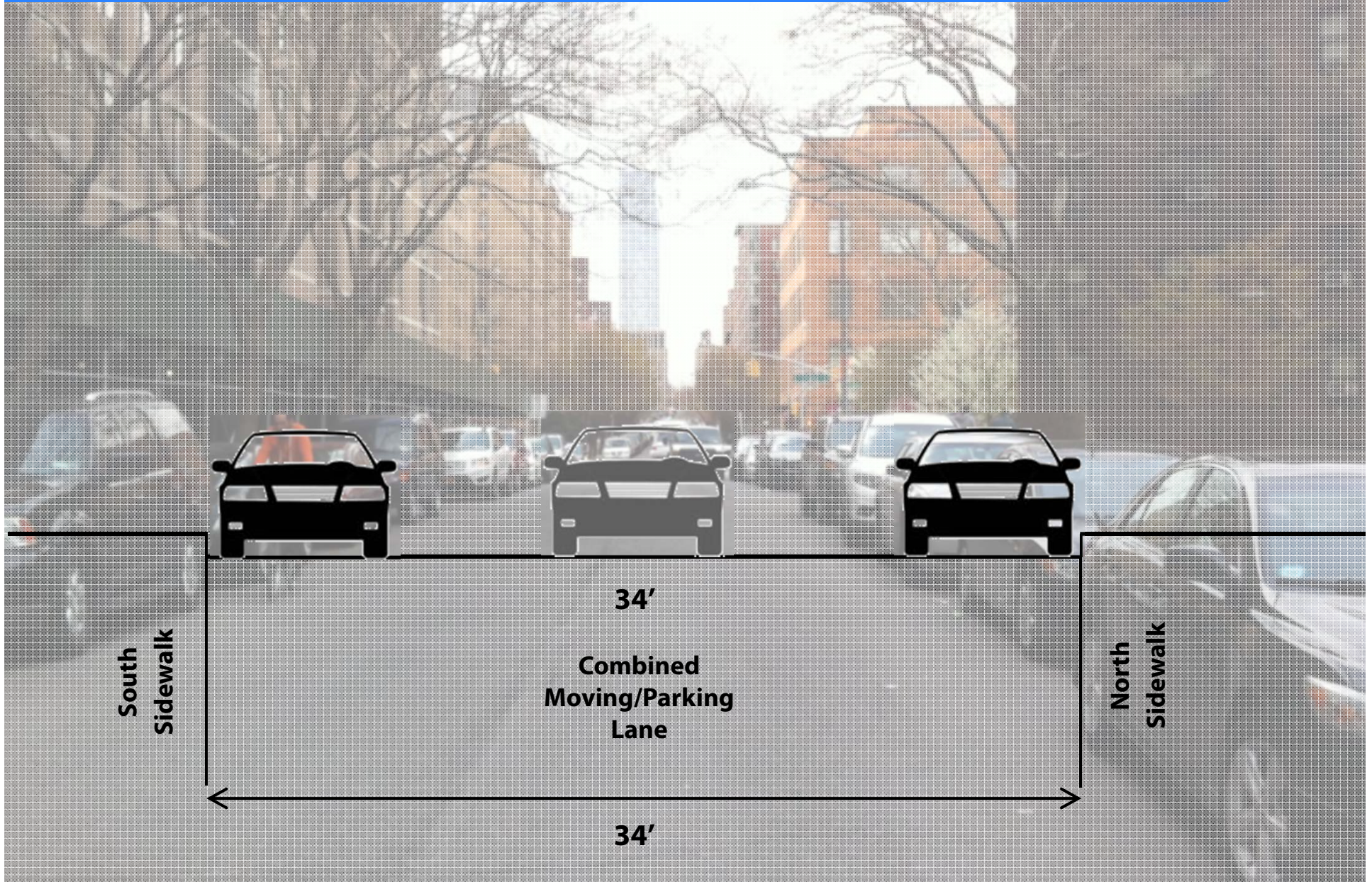
## Used to access greenway and bridge

Space not clearly designated for safe use



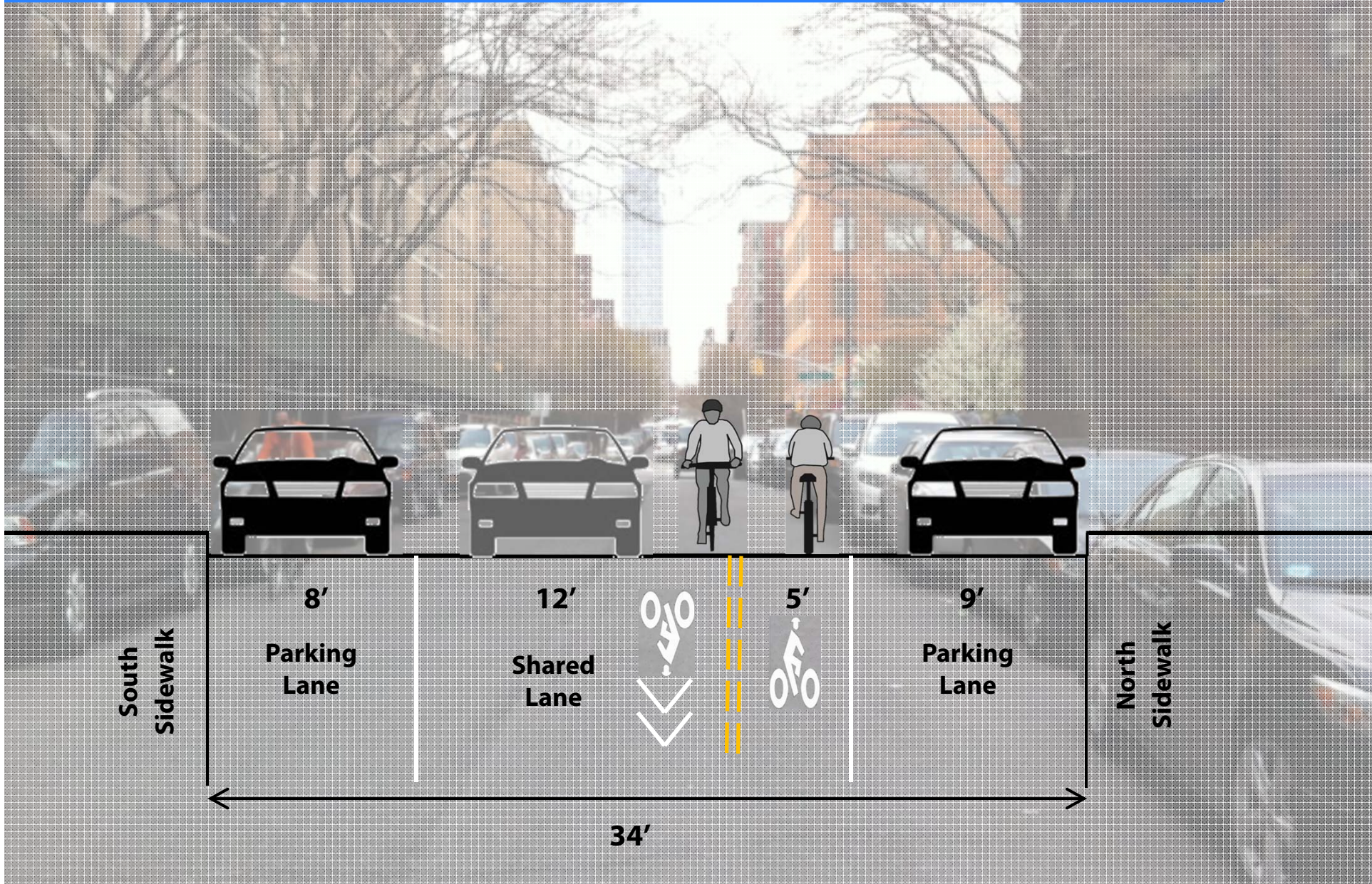
# 1. Access to Randall's Island: Preferred Option

Existing Conditions – E 102 St



# 1. Access to Randall's Island: Preferred Option

Proposed Improvements – E 102 St





# 1. Access to Randall's Island: Preferred Option

Precedent Photos – E 102 St



Baltimore, MD



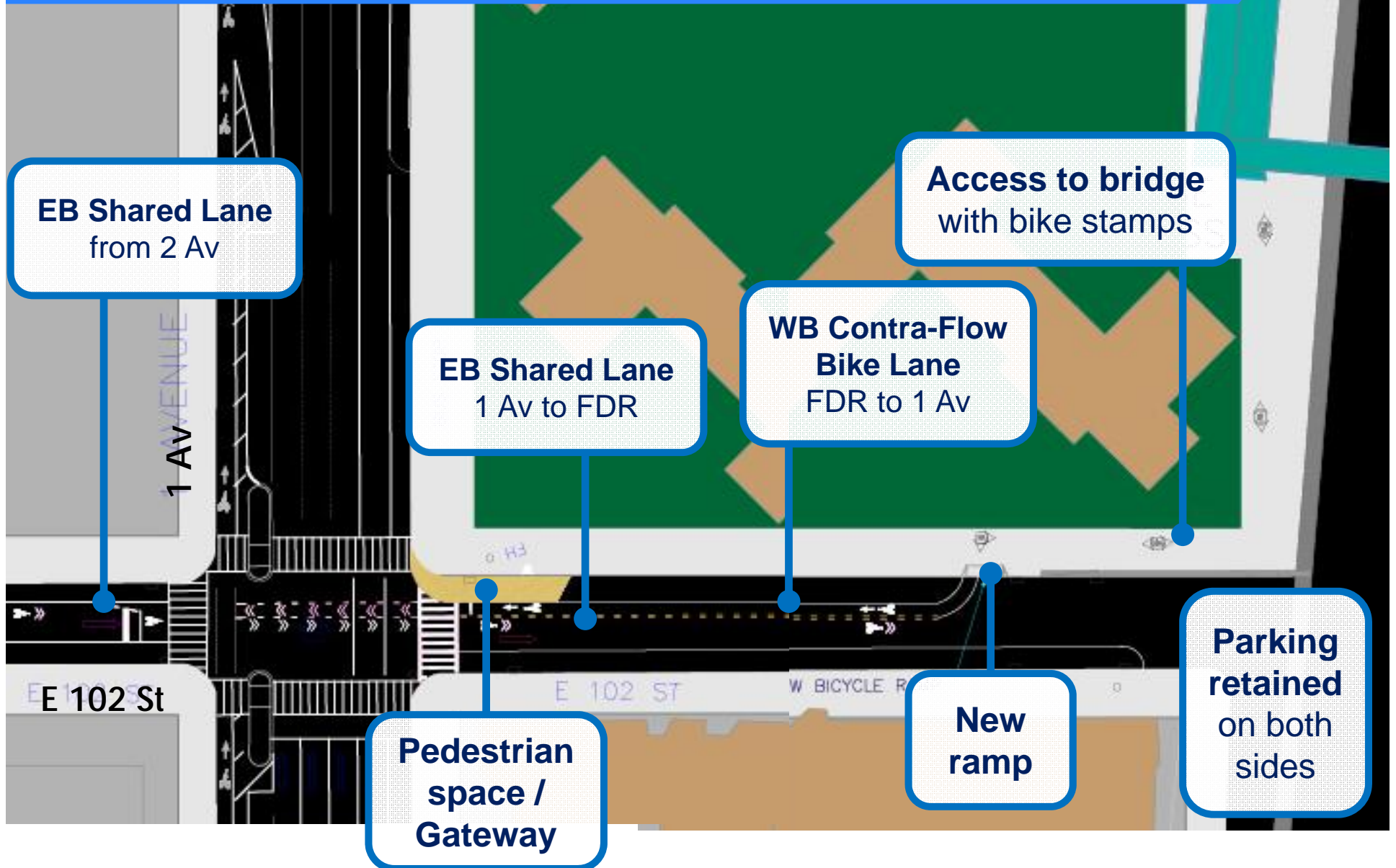
Union Street, Brooklyn



Plaza Street, Brooklyn

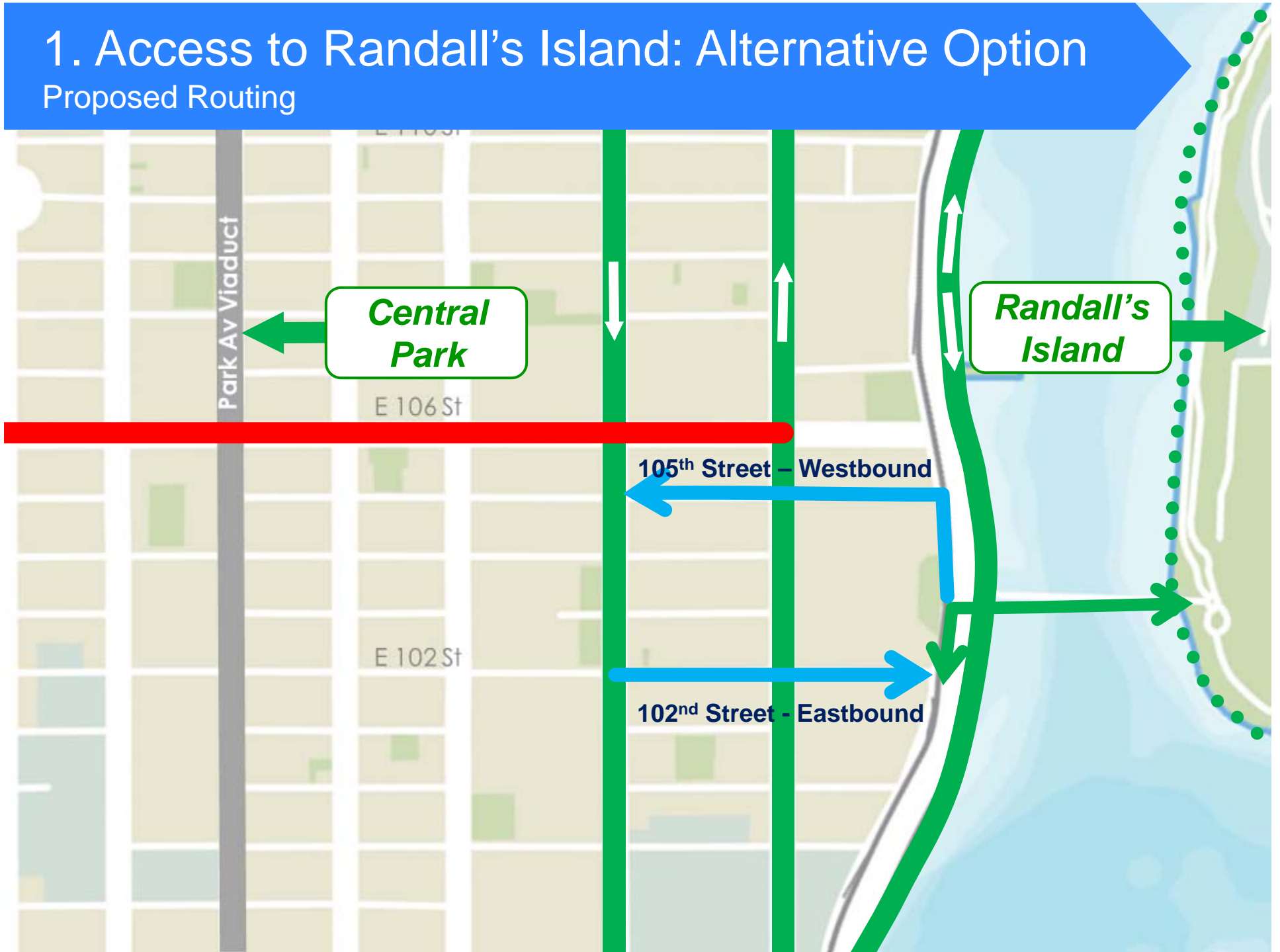
# 1. Access to Randall's Island: Preferred Option

Proposed Improvements – E 102 St



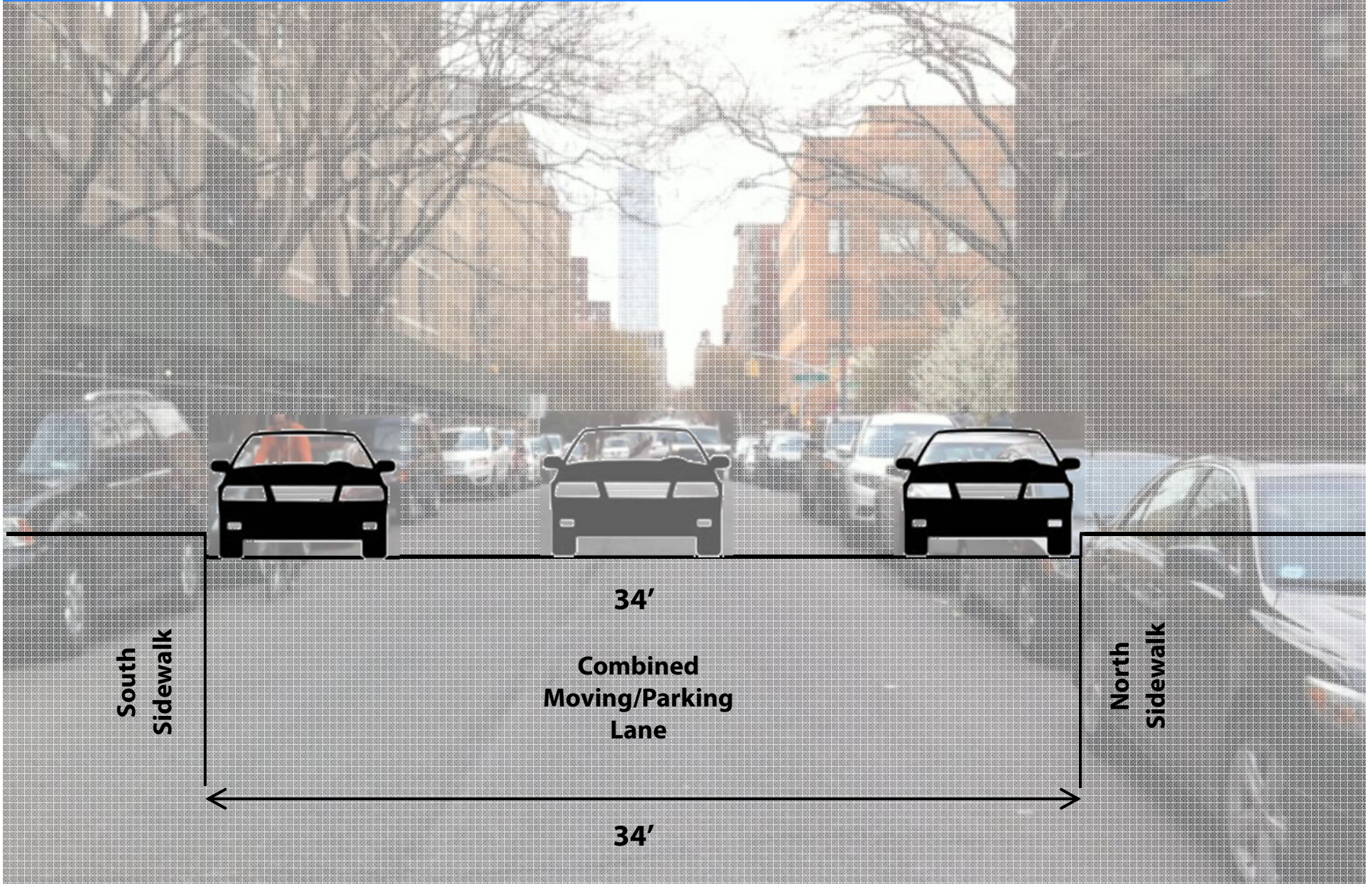
# 1. Access to Randall's Island: Alternative Option

Proposed Routing



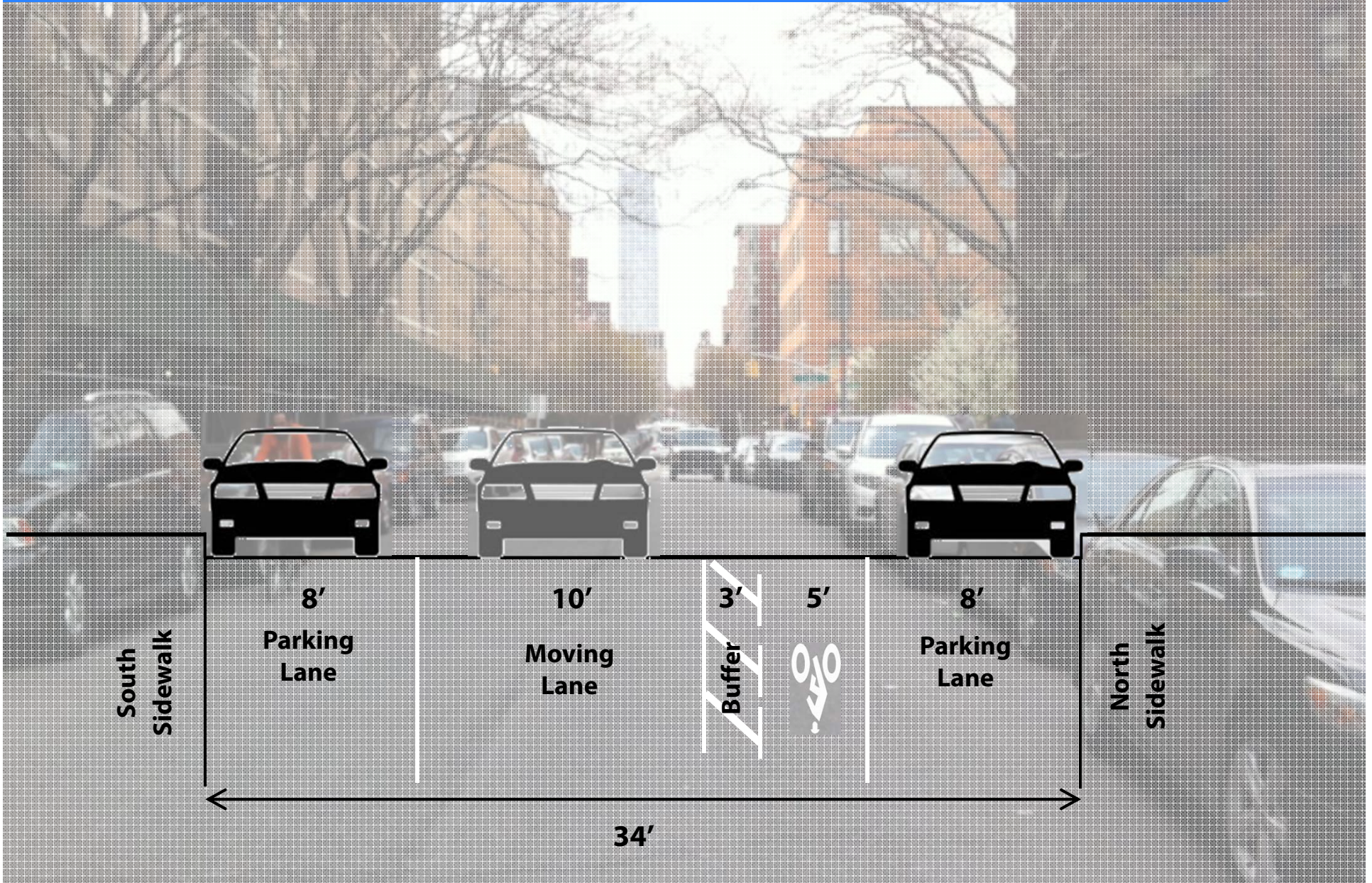
# 1. Access to Randall's Island: Alternative Option

Existing Conditions – E 102 St



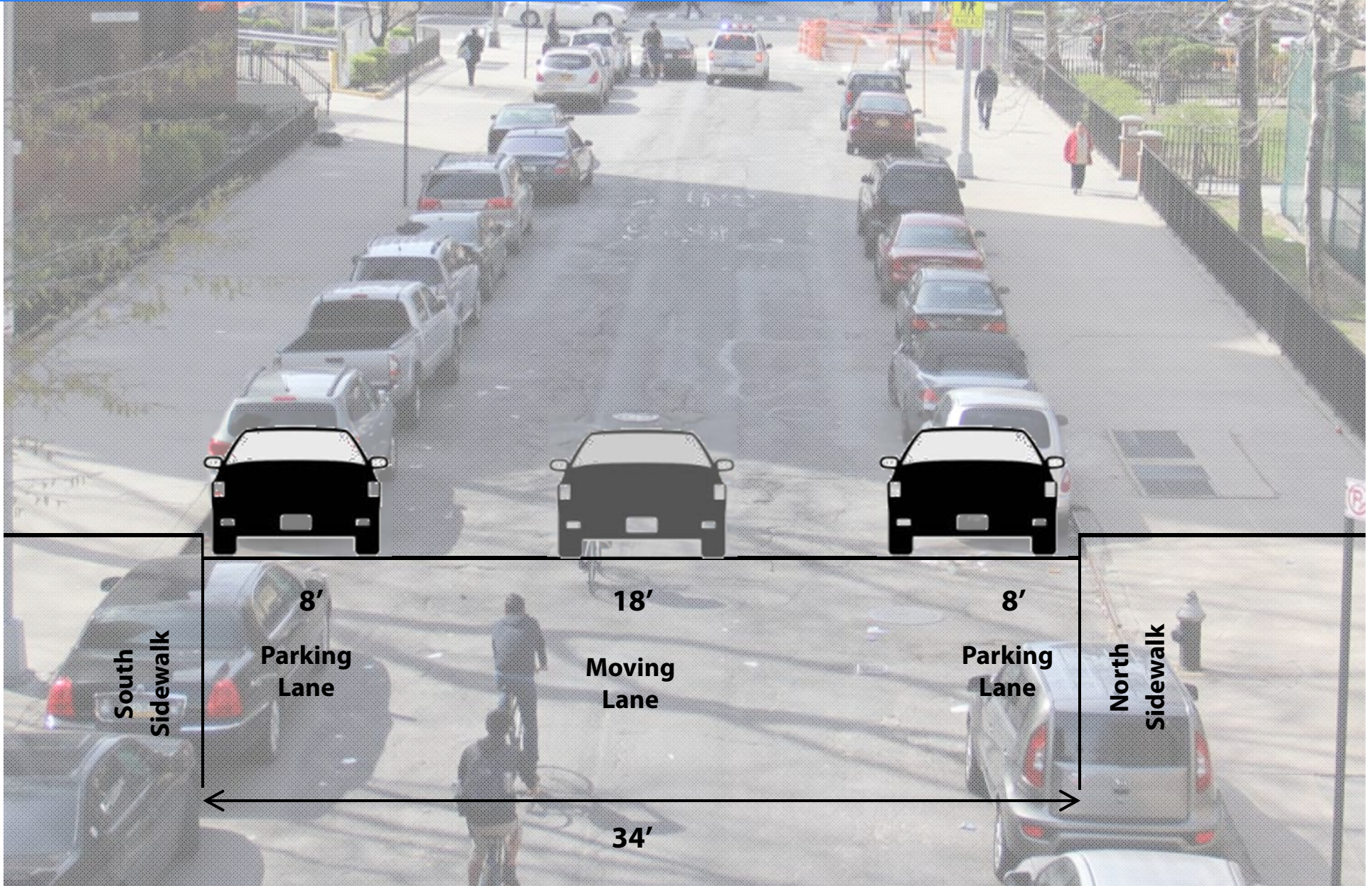
# 1. Access to Randall's Island: Alternative Option

Proposed Improvements – E 102 St



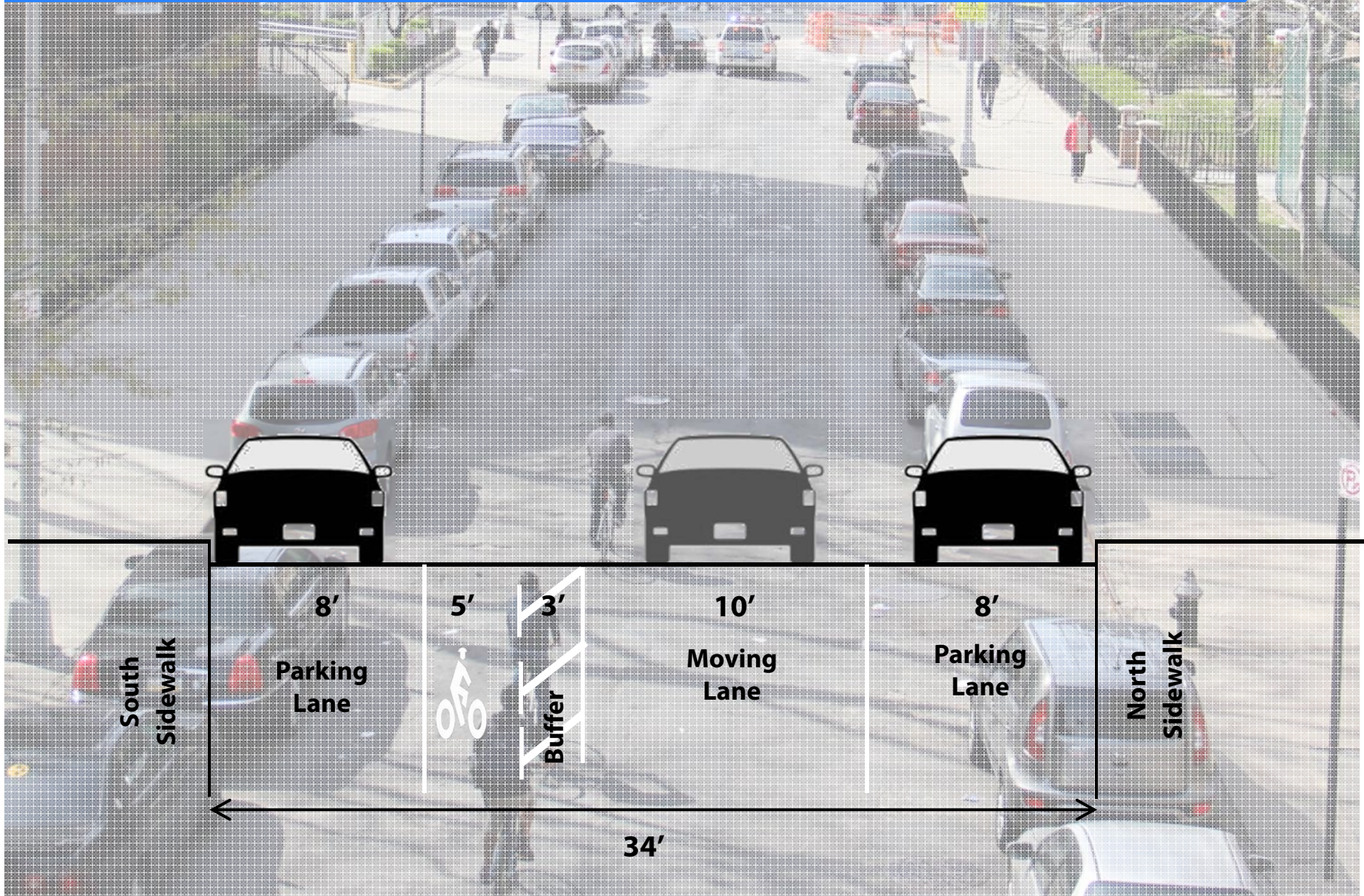
# 1. Access to Randall's Island: Alternative Option

Existing Conditions – E 105 St



# 1. Access to Randall's Island: Alternative Option

Proposed Improvements— E 105 St



# Central Park to Randall's Island

## Issues Overview

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underused park  
space

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**3. Inter-borough  
Connections**  
gaps in overall  
network

**Randall's  
Island**





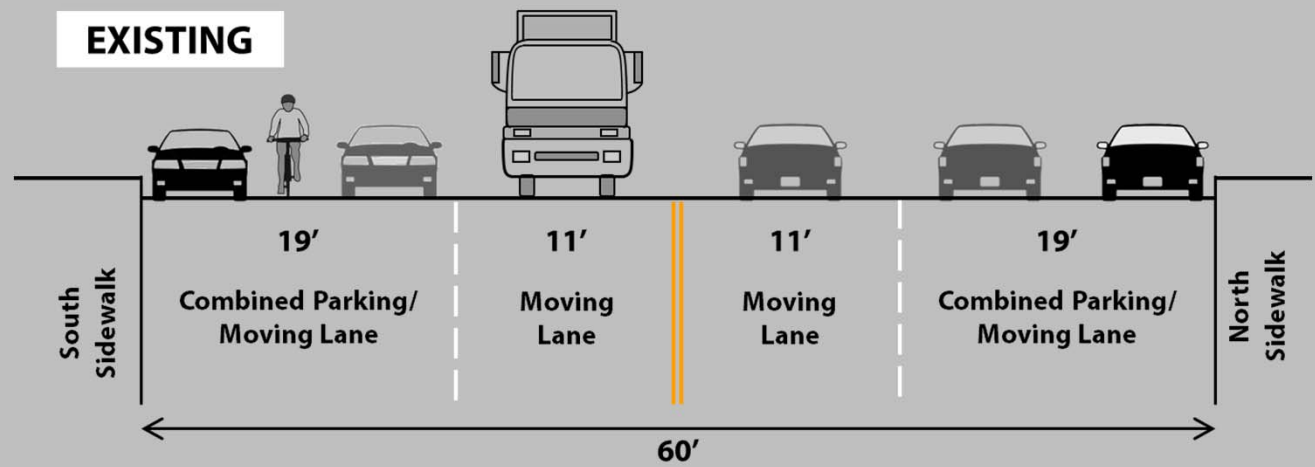
## 2. 106 St: Critical Corridor

### Existing Conditions

- **High crash corridor:**  
27.1 KSI/mile (2007-2011)  
Ranks in top 1/3 of  
Manhattan corridors
- **Senior Safety Area**



- **4 Moving lanes**
- **Curbside parking**
- **Low volumes:**  
WB AM Peak 409  
PM Peak 500  
EB AM Peak 315  
PM Peak 368

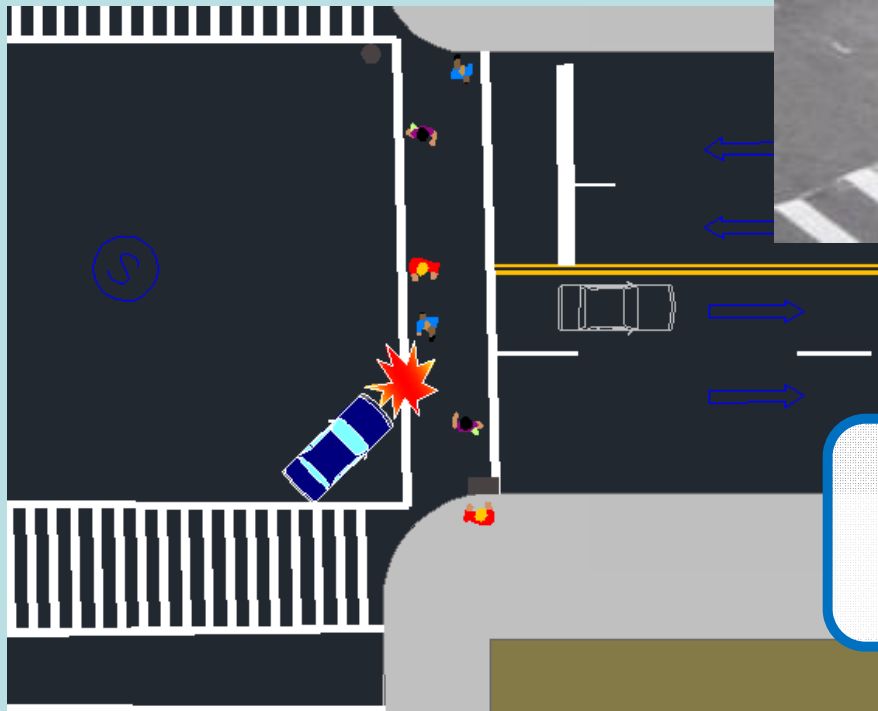


## 2. 106 St: Critical Corridor

### Existing Conditions

#### Safety at Intersections

- Long crossing – 60ft
- Drivers take advantage of wide roadway, low volumes
- Illegal double right turns

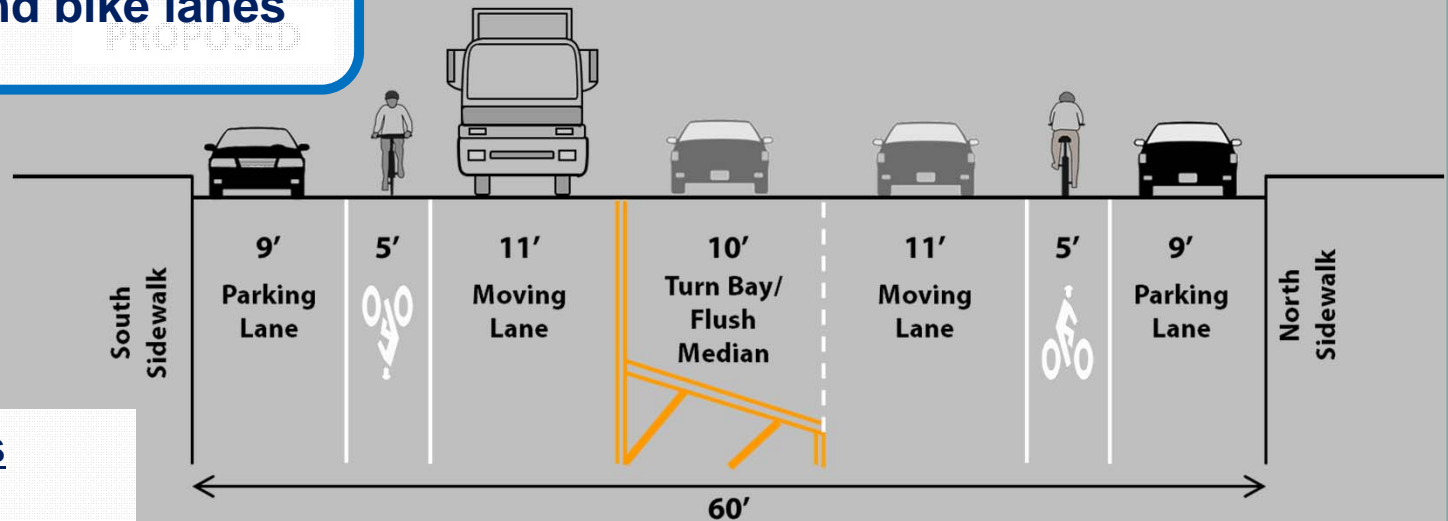


**Most common crash type:  
Right turning vehicles  
Pedestrians crossing with signal**

## 2. 106 St: Critical Corridor

Proposed Improvements – Complete Street

Convert 4 lanes to 2 lanes with  
left turn bays and bike lanes



### Safety Benefits

Calms traffic, increases safety for all users

Safer, simpler left turns

Creates space for bicycle lanes, providing key cross-town connection



## 2. 106 St: Critical Corridor

### Proposed Improvements – Complete Street

#### Pedestrian islands at high crash intersections

- 2 Av
- 3 Av

\* Studying feasibility at Lexington Av



#### Safety Benefits

Shorten crossings (25ft)

Provide safe space to wait

Increase visibility

Prevent illegal double right turns

Tighter radius forces slower turns



# 2. 106 St: Critical Corridor

## Proposed Improvements - Safety Benefits

### Three Year Before and After Crash Analysis on 4 to 3 Traffic Lane Conversions

	Change in Total Injuries
<b>West 6th Street</b> 65th St – 86th St	-24%
<b>Macombs Road*</b> University Av – Jerome Ave	-42%
<b>Allerton Avenue</b> Boston Rd – E Gun Hill Rd	-35%
<b>Empire Boulevard</b> Bedford Av – Utica Av	-27%

\* 2-Yr Before and After Crash Analysis

West 6th Street, Brooklyn

# 3. Unclear Connections

## Proposed Improvements

- Wayfinding signage
- Street markings
- Roadway organization

**Reveal recreational & commuting opportunities**



# Central Park to Randall's Island

## Summary – Proposed Improvements

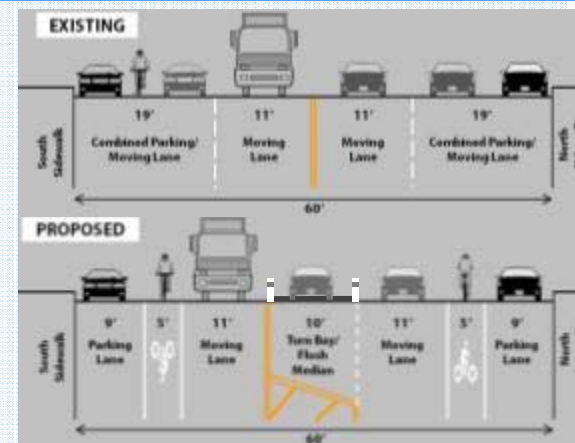
### 1.) Access to Randall's Island

Highlight access at 103 St Bridge



### 2.) E 106<sup>th</sup> St: Create Complete Street

Enhance safety for all users  
Create bike connection from Central Park to Randall's Island & Greenway



### 3.) Clarify Connections

Reveal local & inter-borough network links with signage & markings





[www.nyc.gov/dot](http://www.nyc.gov/dot)

**Thank  
You**



# 2. 106 St: Critical Corridor

## Corridor Solution – Proposed Improvements

### Corridor improvements

Convert 4 lanes to 2 travel lanes + left turn bays

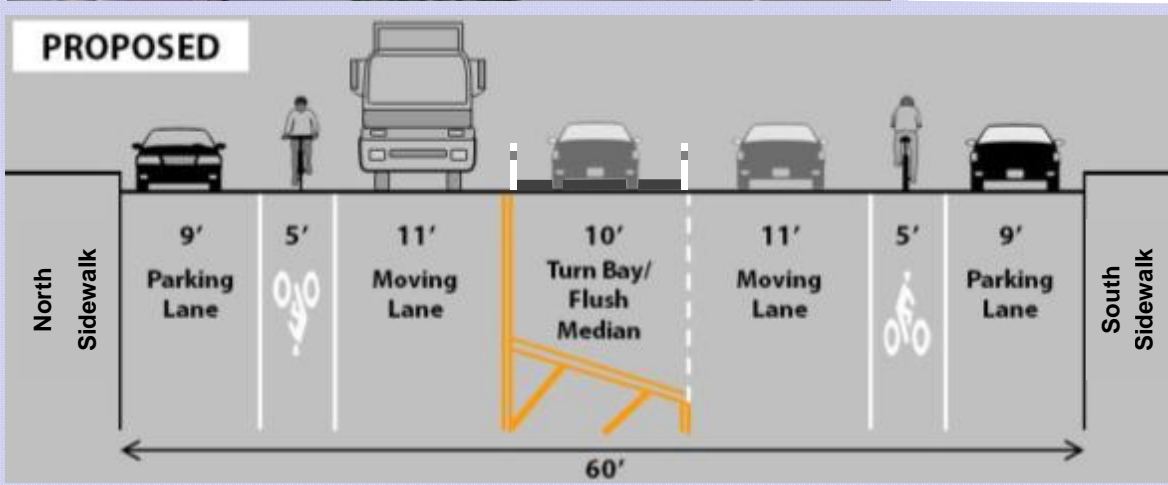
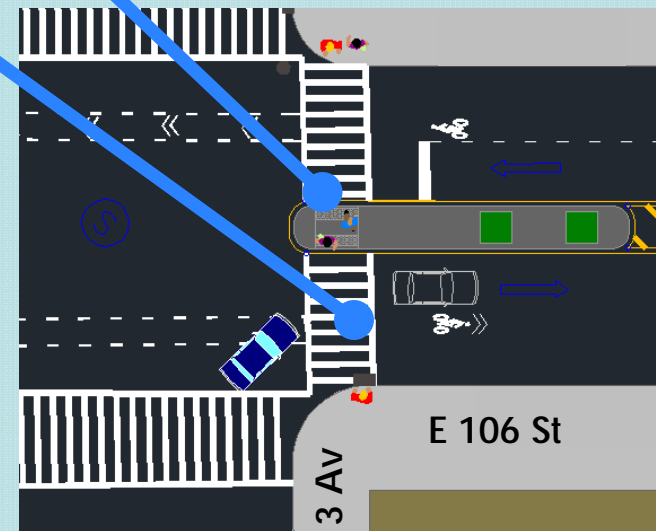
- Striped center median/turn bay
- Bike Lanes
- Provide options for all users – from 5 Av to FDR Svc Rd



### Intersection improvements

Safe place to wait

Crossings shortened to 25ft



- Pedestrian Refuge Islands** 3 Av & 2 Av
- Increase visibility for pedestrians & drivers
  - Remedy illegal double right turns
  - Tighter radius forces cars to slow



**Central  
Park**

Park Av Viaduct

E 116 St

E 110 St

E 106 St

E 105 St

E 102 St

E 96 St

103 St  
Bridge

**Randall's  
Island**

5 Av

Madison Av

Park Av

Lexington Av

3 Av

2 Av

1 Av