



# 2 Ave, E 43 St to E 34 St Safety Improvements

New York City Department of Transportation

Presentation by the NYC DOT Bicycle Unit to Manhattan Community Board 6, July 2020



# Proposal Outline

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    - 34 St & 42 St
- Summary of Benefits

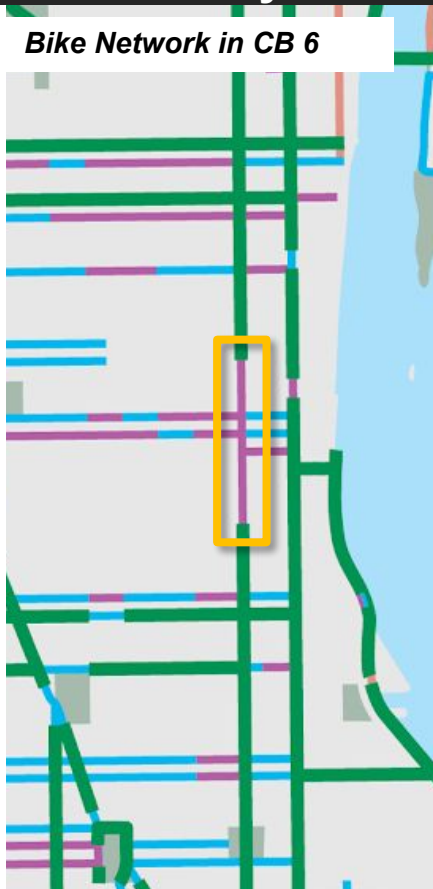


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# Background

## Crash History

## Bike Network in CB 6



## 2 Ave is a Vision Zero Priority Corridor

### 2 Ave, 43 St – 34 St

Injury Summary, 2012-2016 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	100	11	0	11
Bicyclists	57	4	0	4
Motor Vehicle Occupant	161	3	0	3
<b>Total</b>	<b>318</b>	<b>18</b>	<b>0</b>	<b>18</b>

Fatalities, 01/01/2013 – 06/29/2020: None

Source: Fatalities: NYCDOT. Injuries: NYS DOT. KSI: Persons killed or severely injured

### Protected bike lanes benefit all street users:

Crashes with Injuries

**Down 15%**

Motor Vehicle Occupant Injuries

**Down 15%**

Pedestrian Injuries

**Down 21%**

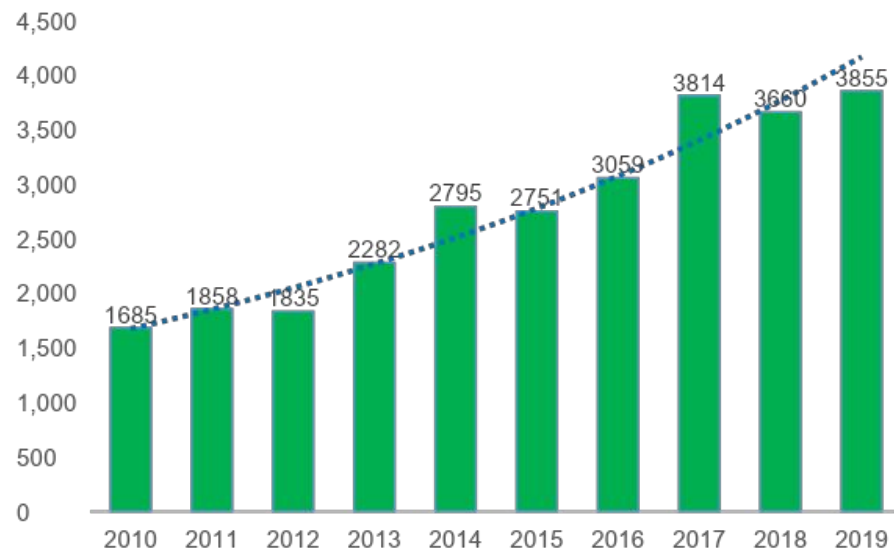


# Cycling in Numbers

## Bike Counts:

- Cycling on 2 Ave at 50 St **increased by 38%** over the past five years; **more than any other mode**
- **4,400 bike trips** on 2 Ave at 50 St in September 2019 (12-hr, 7 a.m. – 7 p.m.)
- **511,425 Citi Bike trips** in CB 6 in the third quarter of 2019

## 2 Ave at 50 St: Average Summer Counts



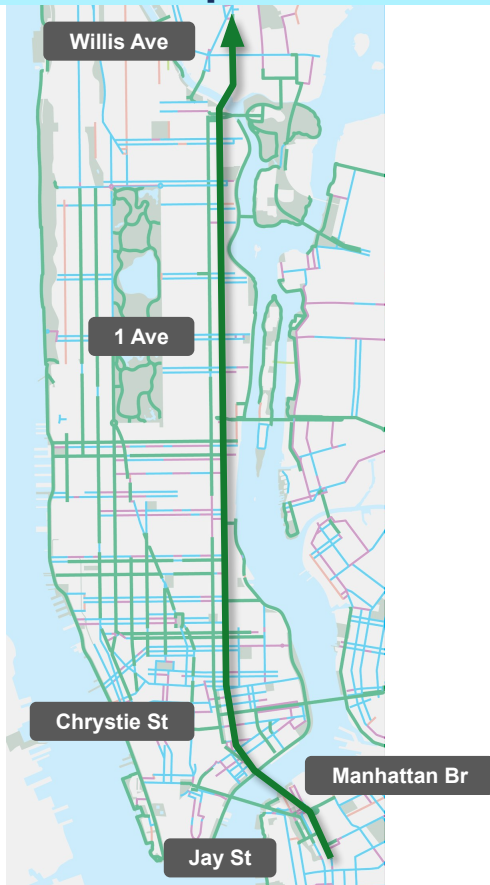
*Bicycle Volume Data: Average of three 12-hr (7AM-7PM) counts conducted on weekdays in May, July, and September for each year reported.*

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# East Side Protected Bike Network Implementation Update



## Implementation Update



### East Side Protected Bike Lane Network

#### Northbound: 1st Ave

Continuous over 9.5-mile protected bike lane connecting Brooklyn, Manhattan and the Bronx

#### Southbound: 2nd Ave

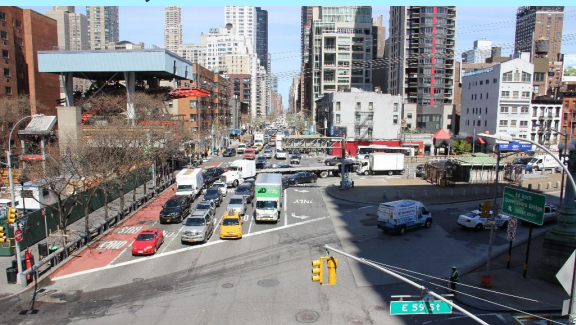
- Protected bike lane installed from 34<sup>th</sup> St to 23<sup>rd</sup> St in 2010
- Enhanced shared lane installed from 59<sup>th</sup> St to 34<sup>th</sup> St in 2011
- Protected bike lane installed from 23<sup>rd</sup> St to 14<sup>th</sup> St in 2013
- Protected bike lane installed from 59<sup>th</sup> St to 43<sup>rd</sup> St in 2017

#### Protected Bike Network Gaps

Challenges to creating continuous protected bike lane:

- 2nd Ave Subway construction
- High traffic volumes approaching Queensboro Bridge and Midtown Tunnel

## 2 Ave, E 68 St to E 59 St



## East Side Protected Bike Lane Network

### Southbound: 2nd Ave

- In the Summer of 2019, DOT installed off-peak parking protected bike lane, and a three-stage crossing at the base of the Queensboro Br
- DOT is working on adding ADA compliant ramps; capital work likely required



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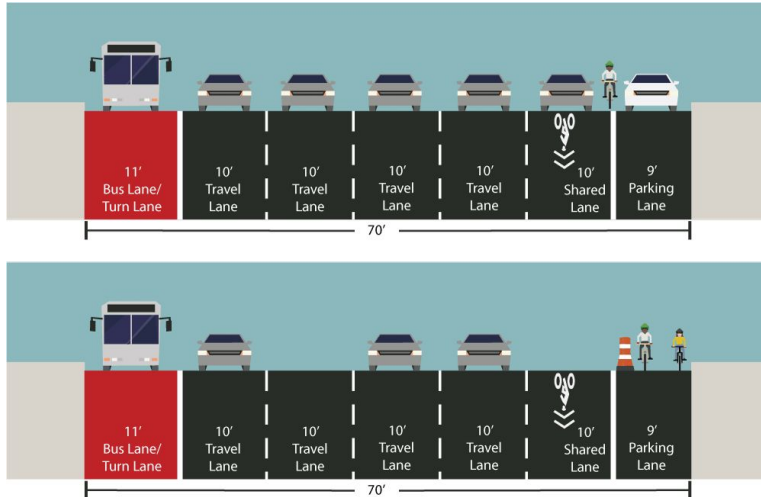
Covid-19 Response  
Temporary Bike Lane

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## Temporary Bike Lane

### Covid-19 Response:

- Temporary Bike Lane installed in March
- Lane is monitored weekly; barrels and signs are moved to the correct location if they have been displaced
- Challenges remain, particularly at the entrance of the Midtown Tunnel

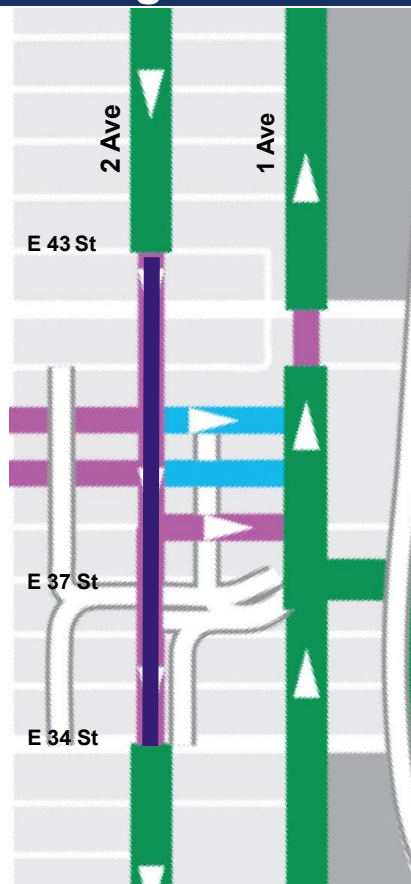


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Proposal

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# Existing: E 43 St to E 34 St

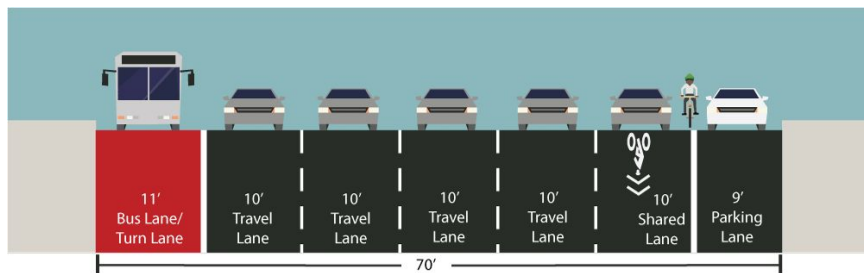


## EXISTING CONDITIONS/ ISSUES:

- Gap in the protected bike lane network where facilities are most needed
- Heavily used bike corridor
- Curb access; shared lane is often blocked by double parked vehicles
- High traffic volumes leading up to Queens Midtown Tunnel

# Proposed: Rush Hour Design

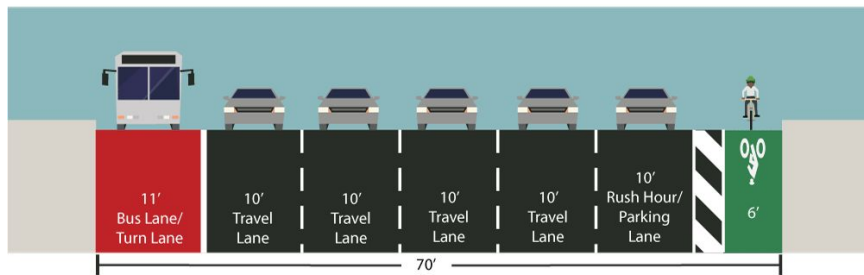
## EXISTING



## Gap in the Protected Bike Network

- Enhanced Shared Lane breaks down during peak hour
- High volume of cyclists despite the lack of dedicate bike infrastructure

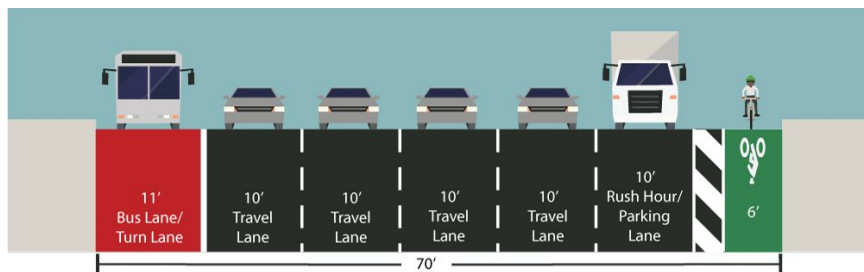
## PROPOSED: *Peak Period*



## Peak Period

- Curbside buffered bike lane
- Five travel lanes
- No loading/unloading

## PROPOSED: *Off-Peak Period*



## Off-Peak Period

- Parking protected bike lane
- Loading/unloading permitted

## Proposed: Rush Hour Design



### **PROPOSED: Peak Period**

- Curbside bike lane provides dedicated space for cyclists
- Maintains five moving lanes when volume is higher
- Loading/unloading during off-peak periods



### **PROPOSED: Off-Peak Period**

- Parking protected bike lane provides dedicated space for cyclists separated from moving vehicles
- Removal of travel lane during off-peak period calms traffic when speeding is more likely to occur
- No loading during peak hours

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# Making It Work

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# Proposed: Queens Midtown Tunnel

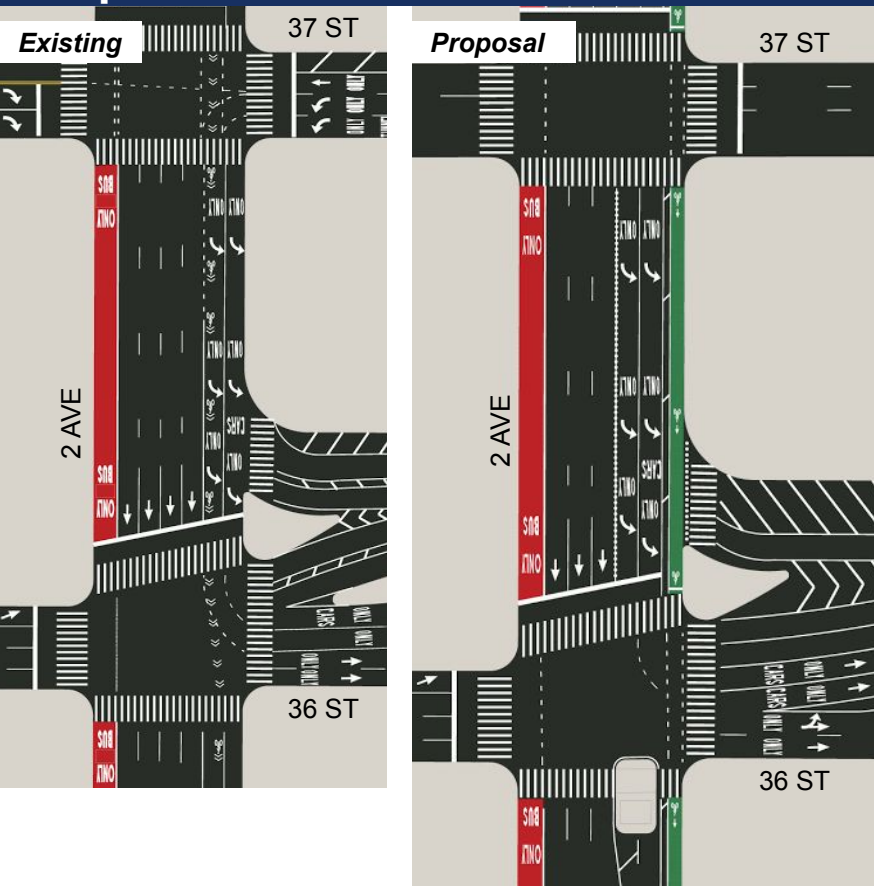


## EXISTING CONDITIONS /ISSUES:

- Complex intersection with heavy vehicular volumes
- No dedicated space for cyclists
- Long crossing for pedestrians across tunnel entrance



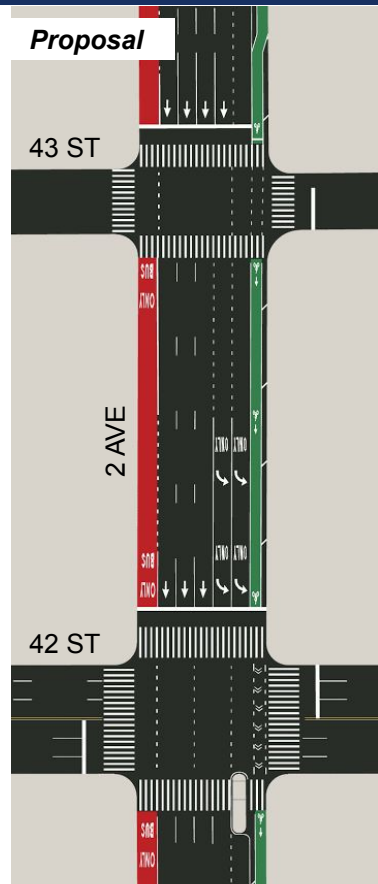
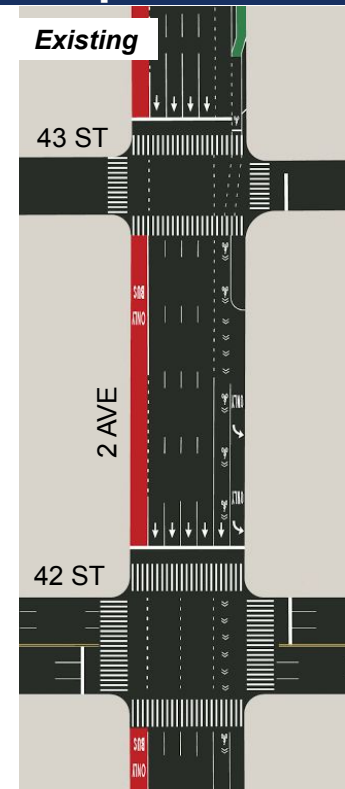
# Proposed: Queens Midtown Tunnel



## Queens Midtown Tunnel

- Install curbside, buffered bike lane
- Maintains two turn lanes where traffic is heavier
- Close the uncontrolled slip lane from 2 Ave to Tunnel entrance
- Change signal timing to separate bikes and pedestrians from left turning vehicles

# Proposed:



## Geometric Changes:

### 43 St to 42 St:

- Install two left turn lanes to accommodate heavy turn volumes
- Off-set bike lane three feet from curb to accommodate existing barricades

## Signal Timing Changes:

### 42 St and 34 St:

- Install dedicated signal timing for pedestrians and cyclists along the east crosswalk

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## Summary of Benefits

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### 2 Ave, E 43 St to E 34 St

- Closes the last gap of the Protected Bike Lane Network along 2 Ave
- Builds on previous **safety improvements**
- Provides **dedicated space for cyclists**
- Shorter, **safer pedestrian crossing**
- Allows for off-peak commercial parking
- Organizes, **calms traffic**
- Accommodates truck and bus traffic



# Thank You!

## Questions?



NYCDOT



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