



AVENUE C: UPGRADES & PROTECTED BIKE LANES

East Houston Street to East 18th Street

Presented to Manhattan Community Board 3

April 13, 2021



PRESENTATION OVERVIEW

1. Background

2. Summary of Proposal

3. Business Surveys & Outreach

4. Making it Work

5. Summary



Background

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2021 DOT Initiatives in Community District 3

Avenue C: Bicycle Lane Upgrades

- Upgrades to existing conventional bicycle lanes & safe comfortable north-south route during East River Park closure (ESCR)
- November 2020 CB 3 Presentation – Request for additional information on loading, restaurants
- Winter 2021 Business Outreach along corridor, design development
- April 2021 CB 3 Presentation – Follow-up
- Spring/Summer 2021 Implementation
 - *Pre-implementation outreach to businesses & outdoor restaurants*

Lower East Side Bus Priority

- DOT is developing a proposal to increase bus priority along the Lower East Side branches of the M14A/D Select Bus Service
- Builds on 14th Street Busway
- DOT plans to present proposal to CB 3 in the coming months
- Bike team has coordinated on this project, Ave C project includes turn lanes to improve efficiency for bus turns

Avenue B Open Street

- Open Streets Initiative started (2020)
- Ongoing discussions about future programmatic and design improvements (2021)

Proposal

2

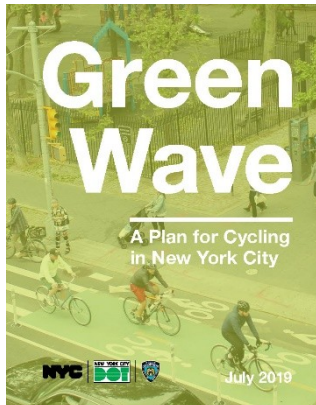
PROJECT LOCATION AND GOALS

Create Protected Bike Lane Connections

- Create **essential protected bike lane connections** to fill in gaps in the protected bike network in the East Village
- Establish a **direct connection to the bike network** at 20th Street and extend the greenway experience to increase cyclist safety and comfort
- Respond to recent requests for a **north-south protected bike lane detour** in the East Village from elected officials and community members during ESCR project

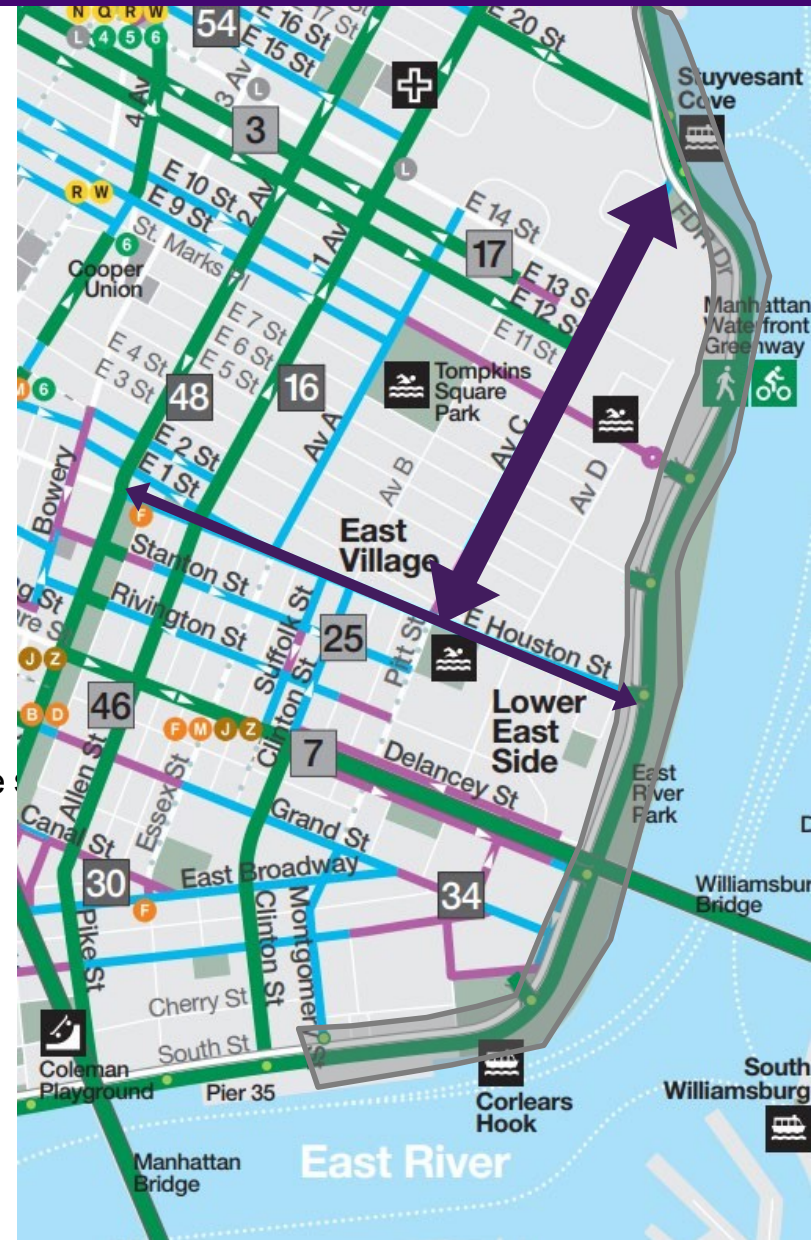
Improve safety for all road users

- **Traffic calming** and enhanced pedestrian crossings
- **Dedicated space for cyclists**, reducing conflicts with vehicle
- **Parking protected or buffered lanes** for cyclists



Green Wave Plan for NYC

- Citywide Protected Bike Lane Network
- Build **30 miles** of protected bicycle lanes **annually**



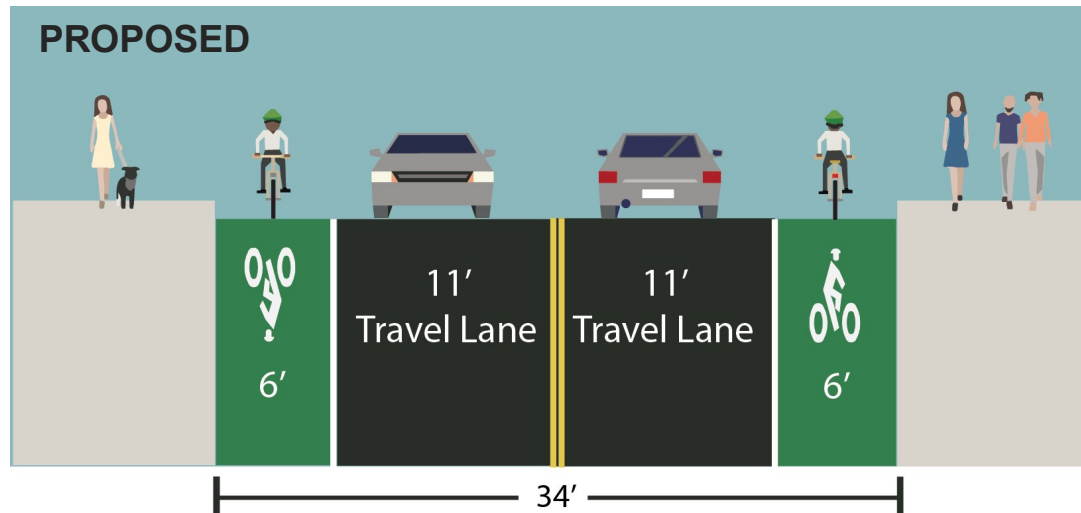
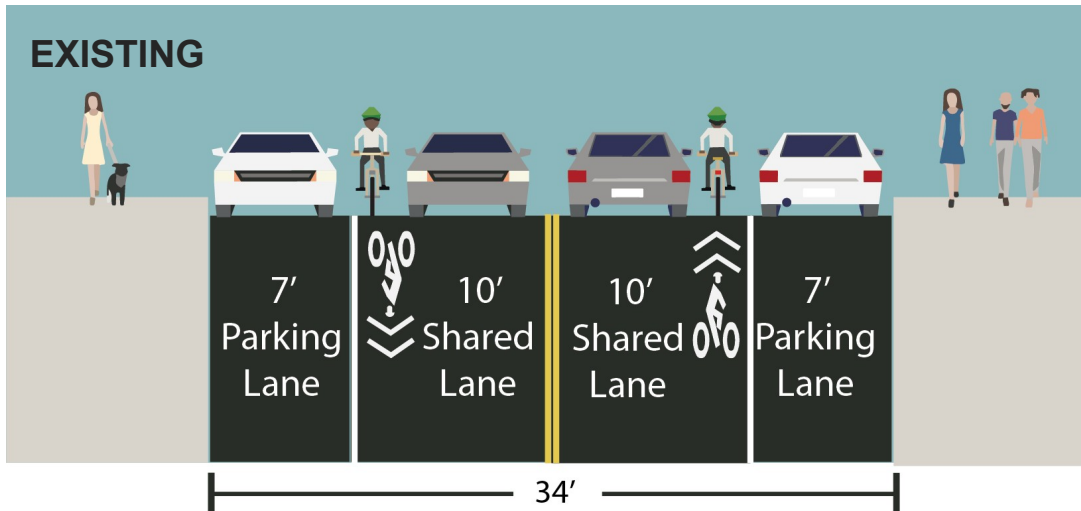
 East River Park Phase One Closure

 Project Limits

① AVENUE C: East Houston St to East 3rd St

Curbside Bicycle Lanes

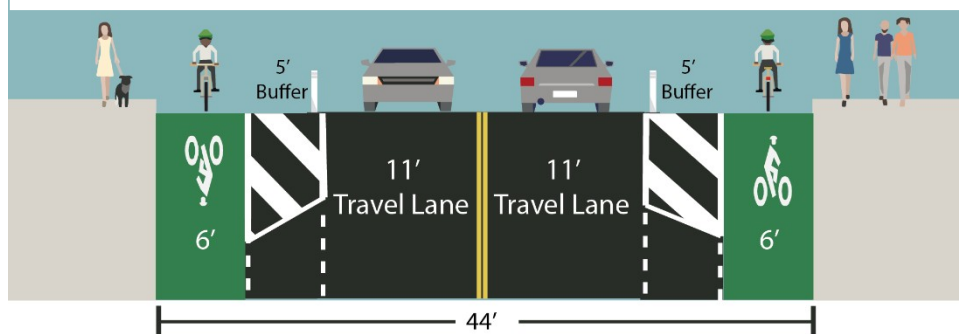
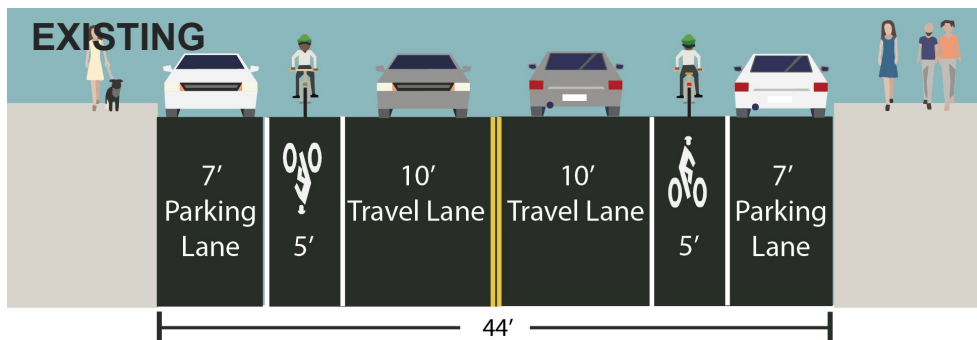
- Upgrade existing shared lanes
- Provide dedicated space for cyclists
- Repurpose one parking lane in each direction



② AVENUE C: East 3rd St to East 10th St

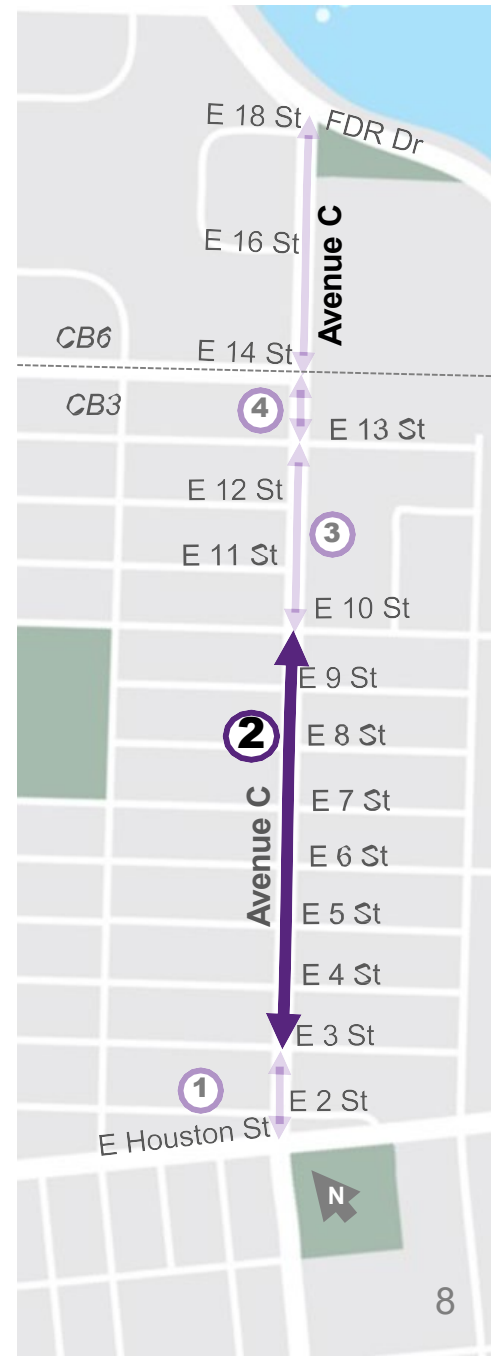
Parking-Protected & Curbside Buffered Bicycle Lanes

- Upgrade existing bicycle lanes
- Separate cyclists from vehicles with parked cars & buffer
- Parking/loading zones accommodated where feasible



Floating parking / loading zone lane alternates with bus stop blocks

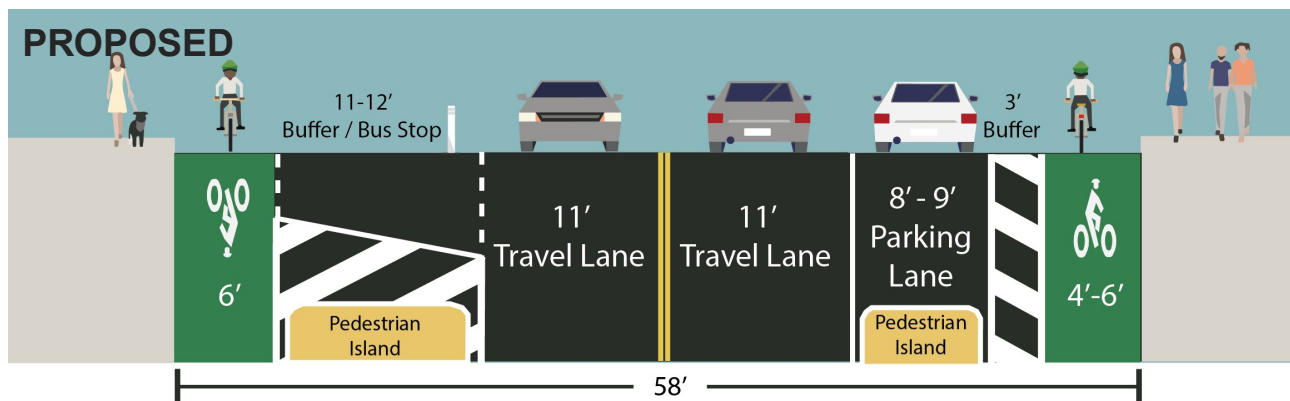
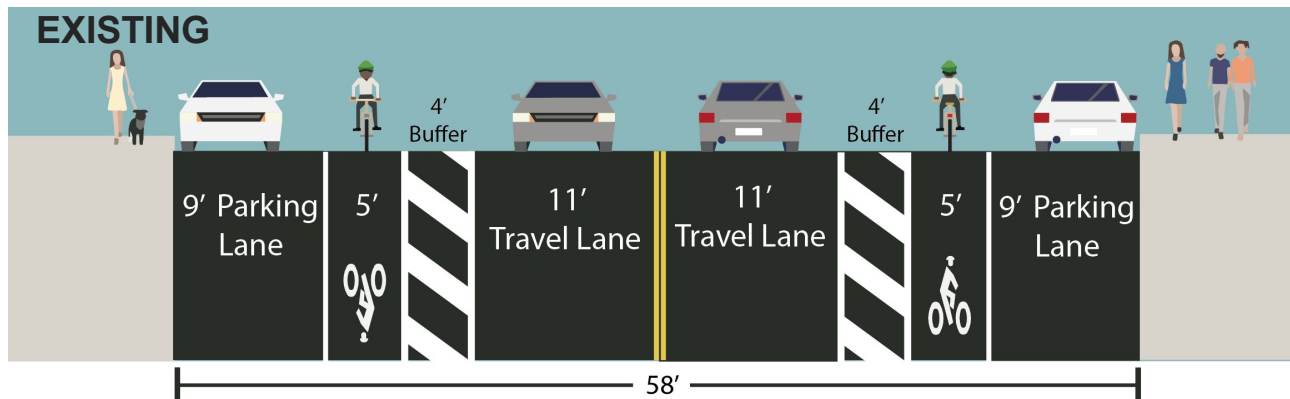
Design for blocks with bus stops on both curbs



3 AVENUE C: East 10th St to East 13th St

Parking-Protected & Curbside Buffered Bicycle Lanes

- Upgrade existing bicycle lanes
- Separate cyclists from vehicles with parked cars & buffer
- Parking/loading zones accommodated where feasible
- Painted pedestrian islands shorten crossing distances
- New SB left turn bay at 10th St to improve bus travel times



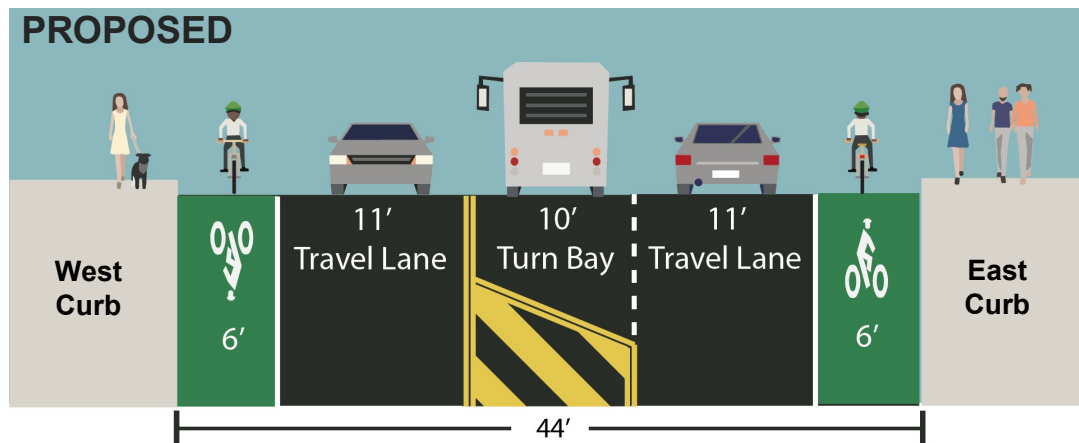
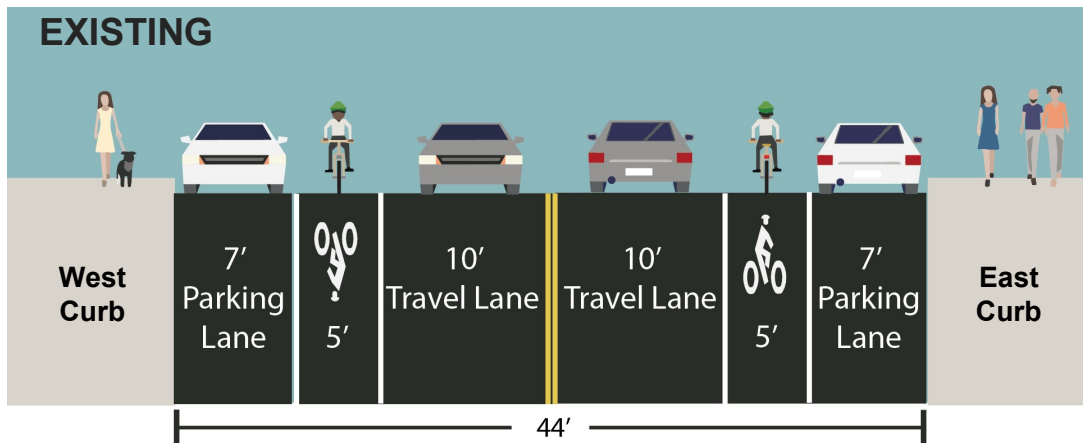
Floating parking lane switches sides depending on bus stop locations



④ AVENUE C: East 13th St to East 14th St

Curbside Bicycle Lanes

- Upgrade existing bicycle lanes
- Provide dedicated space for cyclists
- New NB left turn bay at 14th St to improve bus travel times



West curb design transitions to floating parking & pedestrian island at southern end







AVENUE C - BIKE LANE DESIGN OVERVIEW

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Legend

-  Delineator-Protected Bike Lane
-  Parking-Protected Bike Lane
-  Curbside & Curbside Buffered Lane
-  Bus Stop

Business Surveys & Outreach

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STREET AMBASSADORS SURVEY

26 businesses along Avenue C were surveyed about their operations & deliveries. DOT used this data for a loading zone plan:

- Delivery operations: incoming & outgoing deliveries
- Incoming (receiving) deliveries in a typical day
- Vehicle size & estimated delivery schedule
- Blocks w/highest reported loading activity along curb
- Delivery / customer hours windows
- Delivery Vehicle parking locations
- Double parking frequency

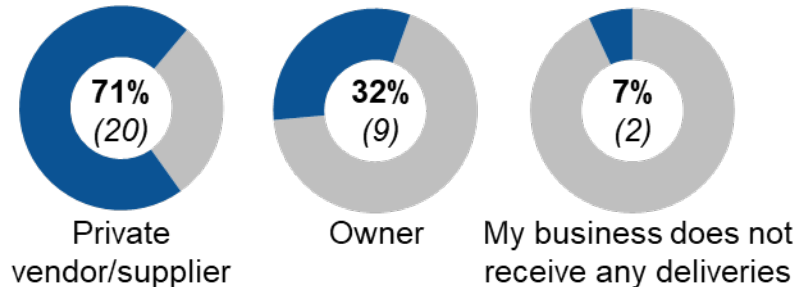


DELIVERY OPERATIONS – INCOMING & OUTGOING DELIVERIES

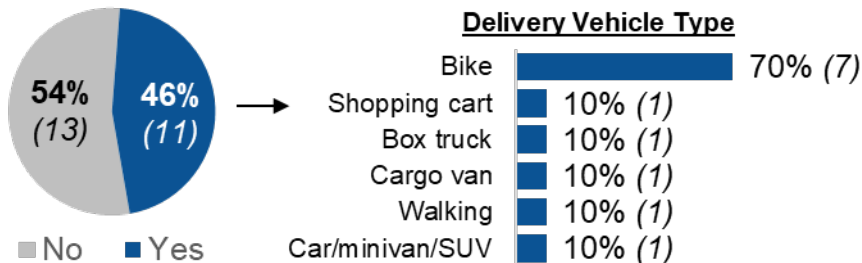
How most businesses conduct their delivery operation:

- Majority (88%) of Ave C businesses do not have any control when deliveries arrive
- Most Incoming (business receiving) deliveries are typically coordinated/delivered by third-party private vendors
- Nearly half (45%) of Ave C businesses said they deliver to customers; about 70% deliver them using a bicycle

Who delivers your business' merchandise/product?



Does your business make deliveries to customers?



Cargo delivery worker riding down on Ave C



A USPS vehicle double parked between E 5th St & E 6th St

DELIVERY OPERATIONS – INCOMING & OUTGOING DELIVERIES

Incoming (Receiving) Deliveries in a Typical Day

“How many separate deliveries of goods/merchandise do you receive in a typical day?”

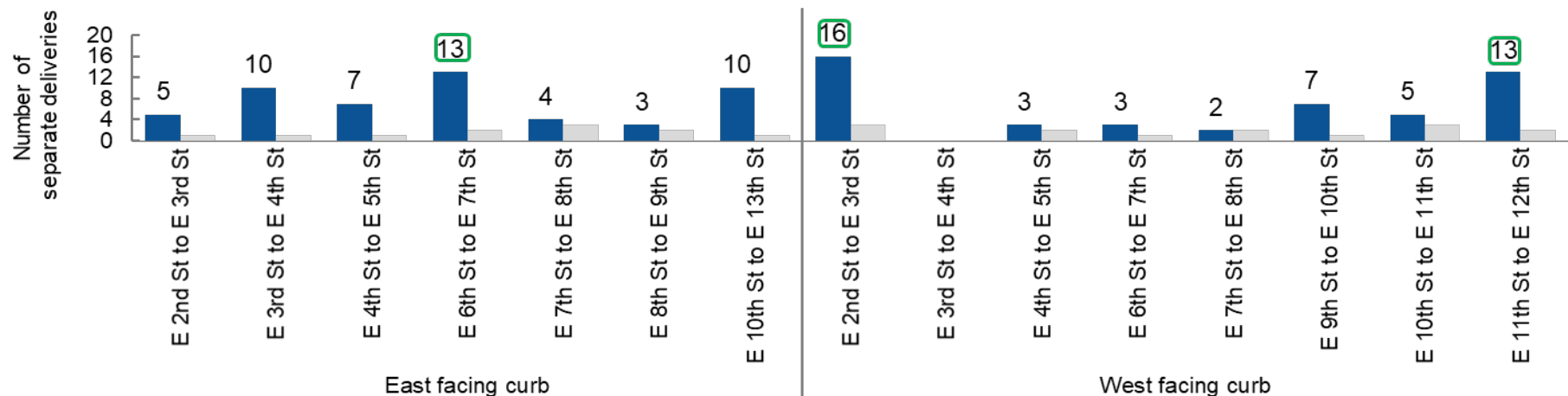
- Businesses on both sides of the curb can expect at least two deliveries per day on typical weekday.
- More deliveries are expected on the weekdays versus weekends
- A high of 16 separate deliveries are expected between E 2nd St and E 3rd St along the west-facing side of the curb.



Utility work being done next to a box truck unloading deliveries
(Between E 5th St & E 6th St, Ave C)

Comparison of weekday/weekend deliveries on Ave C along both sides of the curb

■ Weekday deliveries received ■ Weekend deliveries received □ Corridor highs



Blocks with empty storefronts/unavailable businesses were excluded from visualization
Data based on 24 responses; 2 skipped

Making It Work




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LOADING ZONE PLAN

Loading Regulations:

- **Truck Loading Zones** along Ave C
- **Neighborhood Loading Zones** on the side street block ends (~2-3 spaces per zone)
- **Overnight & weekend parking** maintained at both loading zone regulations

Legend

-  **Commercial Loading Zones**
"Truck Loading Mon-Fri, 7am-5pm"
-  **Neighborhood Loading Zones**
"No Parking Mon-Fri, 8am-6pm"
-  **Alternate Side Parking**



Deliveries frequently result in double parking with current alternate sideparking regulations & little turnover

70% of businesses surveyed deliver by bicycle

OPEN RESTAURANTS ACCOMODATIONS

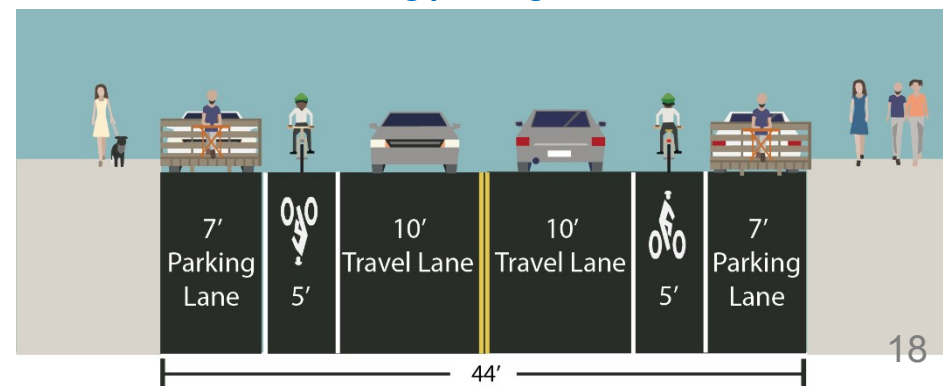
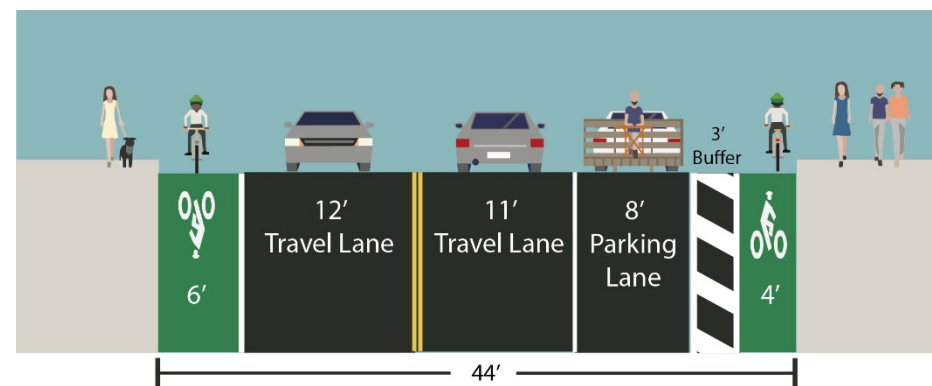


Floating Parking Lane

Restaurant seating to relocate to floating parking lane

Curbside Bike Lane – No Parking

E 7th St to E 9th St: Maintain existing markings (conventional bike lane) temporarily, where restaurants cannot relocate to floating parking lane



Summary

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NEXT STEPS & TIMELINE

Spring / Summer 2021

- Pre-implementation outreach
 - *Direct outreach to businesses*
 - *Coordination with outdoor restaurants*
- Begin implementation of Avenue C and East Houston St Protected Bike Lanes

THANK YOU!

Questions?



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