Sutton Place, E 54 St
East River Greenway Connection
Presented to Community Board 6 Transportation Committee
June 5, 2023
Overview

Background
- Project Area
- East Midtown Waterfront Greenway
- Goals
- Cycling in Numbers
- Safety Benefits of Protected Bike Lanes
- Pedestrian Safety and Older New Yorkers

Proposal
- Sutton Place – 54th St to 55th St
- 54th St – 1st Ave Sutton Place

Summary & Next Steps
Background
Project Area

Existing Bike Network:
- Existing north and southbound protected bike lanes on 1st and 2nd Avenues; east and west protected bike lanes on 52nd and 55th Streets
- Conventional bike lane on E 54th St
- Signed route on Sutton Place from E 54th St to E 63rd St
- Clara Coffey Park re-opened in late 2021
East Midtown Waterfront Greenway

Filling the Gap

• Create a continuous Greenway around Manhattan; access to the waterfront

• Create new community amenity for pedestrians and
Goals

Project Motivation
• Community request for protected bicycle infrastructure and access to waterfront greenway & parks

• Adds connections to:
  • Existing lanes on 54th St and 55 St
  • The East River Greenway
  • Sutton Place Park

• Upgrades:
  • Existing lane on 54th St from 1st Ave to Sutton Place
  • Existing facility on Sutton Place from E 54th St to E 55th St

Goal
• Create cycling connection to the new Manhattan Waterfront Access at 54th St
## Cycling in Numbers

<table>
<thead>
<tr>
<th>NETWORK EXPANSION</th>
<th>DAILY CYCLING</th>
<th>EAST RIVER BRIDGES</th>
<th>BIKE SHARE</th>
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<tbody>
<tr>
<td>1,500+ miles of bicycle facilities</td>
<td>773,000 ride a bike regularly</td>
<td>21,000+ cyclists cross the ERB daily</td>
<td>29.5 million of Citi Bike trips in 2022</td>
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<tr>
<td>546 of protected bike lanes</td>
<td>530,000 of daily commuter trips</td>
<td>15% growth in cycling on all ERB (2019-2020)</td>
<td>1,939,401 trips in CB 6 (2022)</td>
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Safer Streets for Cycling (2021)

Safety & Ridership

Overall:
• 32% reduction in crash risk where bike facilities have been installed

Protected Bike Lanes
• Risk reduction of 34% across all study projects
• On the highest risk streets, cyclist risk is reduced by over 60%

Cycling Volumes:
• Installation of PBL and conventional bike lane increased bicycle volumes by 50%
• On the highest risk streets, bicycling volumes nearly doubled after a bike lane was installed

Source: Safety Stats (Data from 100+ bike lane projects including 35 Protected (31 mi), 50 Conventional (46 mi), and 16 Shared (18 mi) installed between 2009-2018). Risk is defined by injuries per mile per bicyclist volume
Pedestrian Safety and Older NYers (2022)

Key Findings:
• Seniors make up less than 15% of New York City's population, but over 45% of pedestrian fatalities

Previous Work:
• Since 2010, the NYC DOT has completed over 900 street improvement projects
• 300 Street Improvement Projects in Senior Pedestrian Focus Areas since 2009

Crash Analysis:
• About 90% of both senior and non-senior adult injuries occur at intersections; 72% of injury crashes occur at signalized intersections

Protected Bike Lanes:
• On streets with protected bike lanes, seniors saw a 39% decrease in KSI and a 22% drop in overall injuries. Non-senior adults saw a 24% drop in KSI and 9% drop in overall injuries.
• Commonly-used road treatment benefits all adults, it especially improves conditions for seniors.

<table>
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<th>Safety Treatment Effectiveness</th>
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<td>Treatment Name &amp; Safety Features</td>
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<td>Protected Bike Lanes</td>
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Proposal
E 54th St, 1st Ave to Sutton Place

- Add EB parking protected bike lane
- Add offset crossing at Sutton Place
Sutton Place, 54th St to 55th St

- Add northbound parking protected bicycle lane
- Add offset crossings at E 54 St and E 55 St
Summary & Next Steps
Summary & Next Steps

Summary:
• Improve 54th St from 1st Ave to Sutton Place
  • Shift bike lane to the north side and upgrade facility to be protected
• Re-design Sutton Place from E 54th St to E 55th St
  • Add NB parking protected bicycle lane and offset crossing
• Similar street improvement projects have resulted in improved safety for all road users

Next Steps:
• Continue to coordinate greenway construction with EDC and Parks
• Potential 2023 implementation
Thank You!

Questions?