



UES CROSSTOWN PROTECTED BIKE LANES

Presentation by the NYC DOT Bicycle Unit to Manhattan Community Board 8

Presentation Outline

Background

- Bike Network
- Cycling in Numbers
- Greenwave
- Covid-19 Response

Proposal

- Why 61st & 62nd Streets?
- Safety Data
- Proposals

Making It Work

- What we heard

Summary



Background

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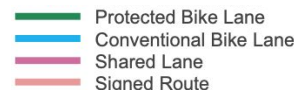
UES Bike Network

Protected Bike Lanes: *north/south*

- **1st & 2nd Avenues** provide **20 miles of continuous, north/south protected bike lanes** connection between Brooklyn, Manhattan, and the Bronx

Conventional Bike Lanes: *east/west*

- Conventional lanes installed on 70th & 71st, 77th & 78th, 90th & 91st Streets
- No bike facilities were installed in the 60s
- No east-west protected lanes north of 52nd & 55th Streets
- CM Kallos request for east-west protected bike lanes
- In 2015 CB 8 passed a resolution asking the DOT to **provide a network of crosstown bicycle routes on the UES, using the safest appropriate design**



Cycling in Numbers

Cycling Trends:

- **24%** of adult New Yorkers ride a bike regularly
- **15%** of New Yorkers use bike share

Bike trips:

- QBB Path: **6,267** (2020), up from **4,968** (2019)
- 1 Ave at 50 St: **5,447** (2020), up from **3,606** (2019)
- 2 Ave at 50 St: **6,478** (2020), up from **3,855** (2019)

Citi Bike:

- **408,028** Citi Bike trips in CB 8 (Q3 2020), up from **364,621** in Q3 2019

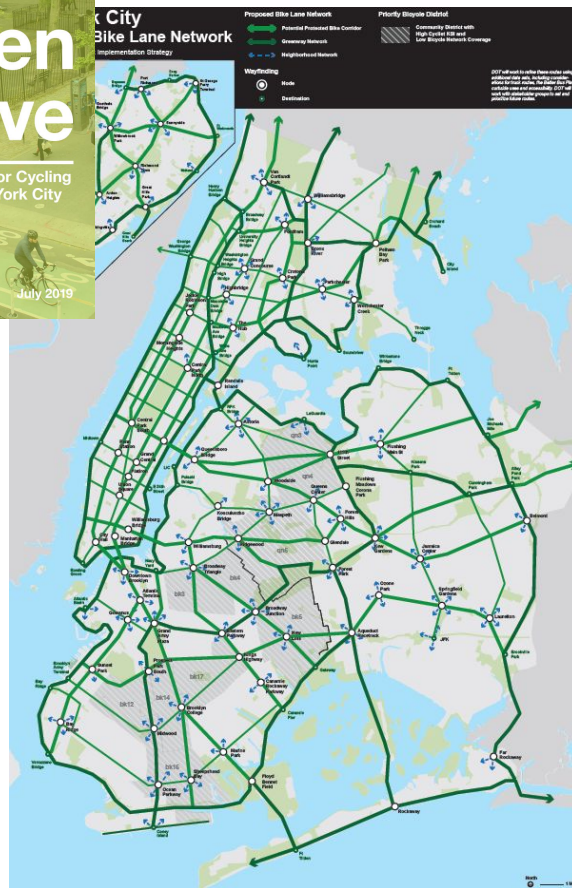
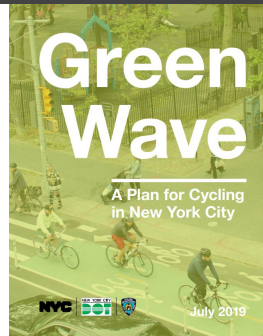
Critical Worker Program:

Initiated in March 2020 in **response to Covid-19** provides a free month membership to frontline workers including first-responders, healthcare, and transit workforce.

- Over **840,000 trips** taken by **19,200 members** (about 5% of all trips)



Green Wave: A Plan for Cycling in New York City



Analysis of fatalities key factors (2014-Present):

- **60% of fatalities happened at intersections**; 23% involved a vehicle turn; 16% involved a driver's failure to yield the right of way
- Nearly **90% of fatalities** happened on **streets without bike lanes**

Citywide Protected Bicycle Lane (PBL) Network

- **Build 30 miles of protected bicycle lane annually**, guided by a PBL vision document.

Better Design:

- Implement **new design** standards based on national & international best practices **to enhance safety at intersections**.
- Continue **piloting new designs with rigorous safety analysis**

Education and Outreach:

- Launch **next phase of Vision Zero** public awareness campaign, educating drivers with a focus on cyclist safety — and **expand the “Get There”** bicycle encouragement/rules of the road campaign
- **Educate all street users** about safe truck operation on city streets
- Increase helmet giveaways and helmet use encouragement.

Covid-19 Response

Rethinking NYC streets:

During the pandemic, NYC found creative ways to rethink and reshape how it used its public space. That includes the creation of Temporary Bike Lanes, Open Streets, Open Restaurants, and Outdoor Learning

14+ miles
of Temporary
Bike Lanes

83 miles of
Car-free
Open Streets

10,800+
Open
Restaurants

170+ Outdoor
Learning sites

Open Streets



Temporary Bike Lanes



Open Restaurants



Outdoor Learning



Temporary Bike Lanes: 61st and 62nd Streets, 5th Ave to York Ave

In response to Covid-19, the mayor announced the implementation of temporary bike lanes along critical connectors from already-established protected lanes

Timeline:

- **June:** Mayor De Blasio announced temporary bike lanes on 61 St & 62 St; DOT informed CB 8, and Elected Officials
- **August:** temporary lanes installed between York and 5 Aves

Implementation:

- Quick installation using temporary markings, delineators, barrels and updated curb regulations
- Design changes made to temporary lanes based on field observations and community feedback

Ongoing Challenges:

- Temporary lanes meant limited ability for targeted designs
- Continued coordination with NYPD on enforcement

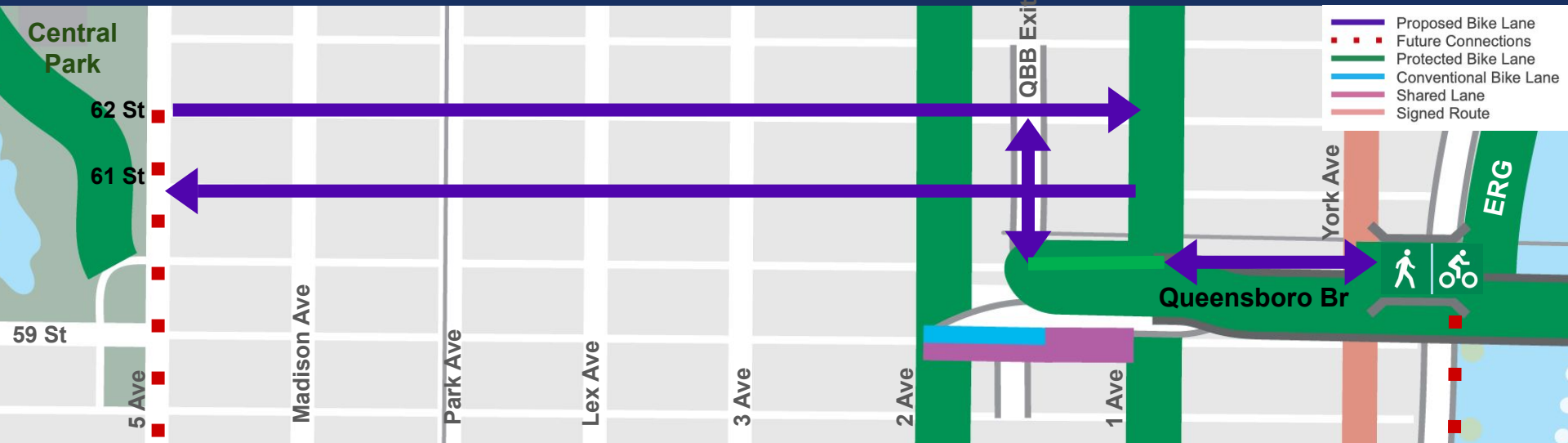
Temporary Bike Lanes



Proposal

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Route Selection



Why 61st & 62nd Streets? Continuity and connectivity to the bike network

- NYC Council Master Plan mandates broad expansion of protected bike lane network
- DOT's goal to provide protected crosstown routes every half mile
- Connection to the overall protected bike lane network on the UES, QBB path, Central Park, East River Greenway, and the Queensboro Br
- Avoids bus and truck routes (on 59th St and 60th St)
- Wider blocks east of 2nd Ave accommodate traffic

Safety Data

61st St, 62nd Streets, 5th Ave to 1st Ave,

60th St, 1st Ave to York Ave

Injury Summary, 2014-2018 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	117	11	3	14
Bicyclists	40	4	0	4
Motor Vehicle Occupant	185	9	0	9
Total	342	24	3	27

Fatalities, 01/01/2014 – 12/12/2020: 3

- 342 people have been injured, including 27 severely, and one pedestrian killed in 1.5 miles
- 61st St, 62nd Streets corridors **rank in the top 10% for killed or severely injured (KSI)** in all of Manhattan
- Since January 2020, **24 cyclists have been killed** citywide



Vision Zero Priority Area

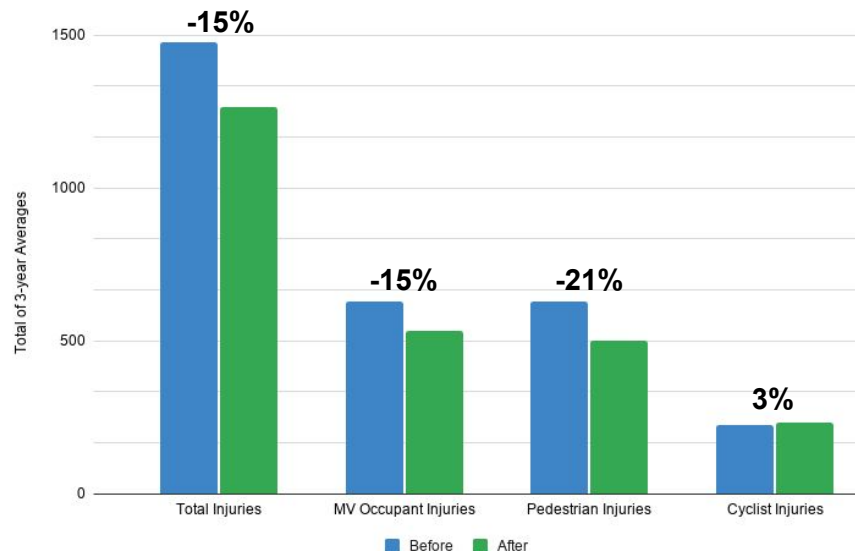
- Total Injuries
- Pedestrian Fatalities

Safety Benefits of Protected Bike Lanes

Protected Bike Lanes designs are proven to calm traffic and improve safety for all road users

Protected Bike Lanes

Before and After Crash Data, 2007-2017



Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

Protected bike lanes benefit all street users:

Crashes
with Injuries
Down 15%

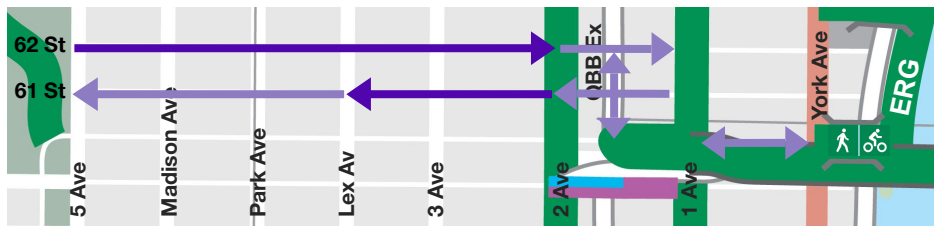
Motor Vehicle
Occupant Injuries
Down 15%

Pedestrian
Injuries
Down 21%



Multi-agency effort to reduce traffic fatalities and injuries

61st and 62nd Streets



Typical Proposed Design: 30' wide

Bike and Pedestrian Facilities:

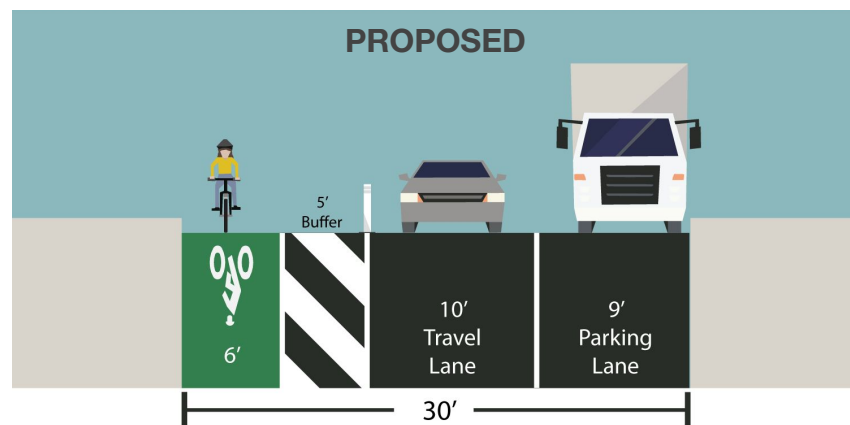
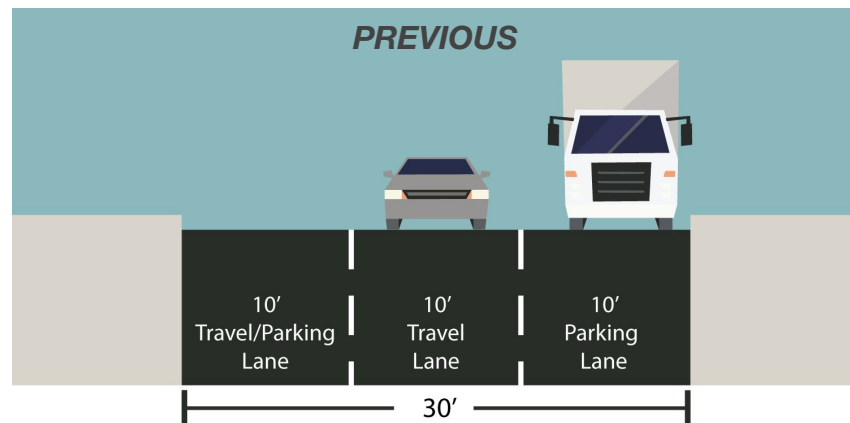
- Dedicated space for cyclists along the north curb
- Pedestrian safety improvements

Vehicular volumes:

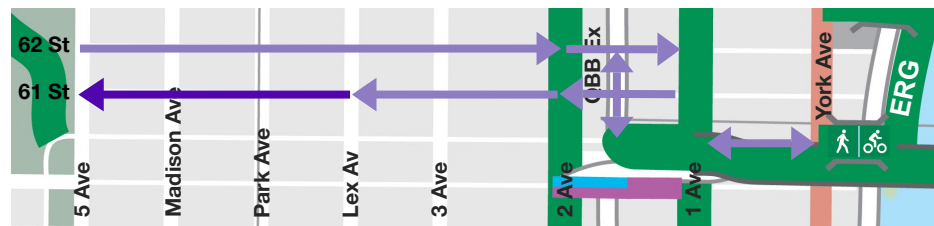
- Update signal timing, install new intersection treatments, and new curb regulations to maximize vehicular flow

Curb management: *curb access on the south side of the street*

- Update curb regulations to improve curb access
- Targeted regulations for specific uses
- Redesign allows for street cleaning and snow removal



61st and 62nd Streets



Typical Proposed Design: 34' wide

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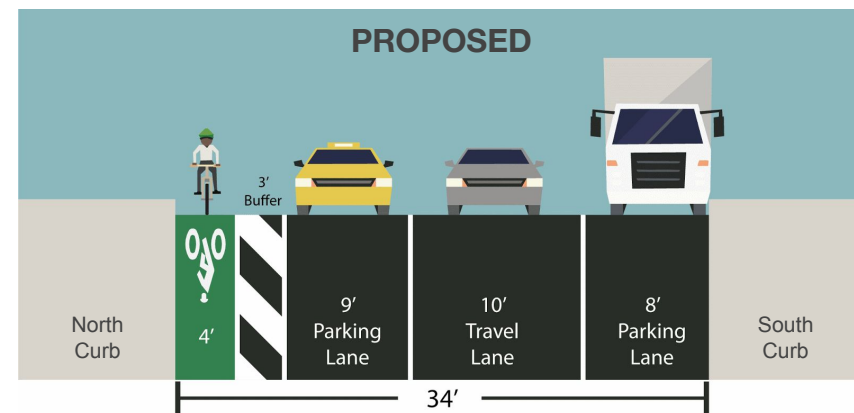
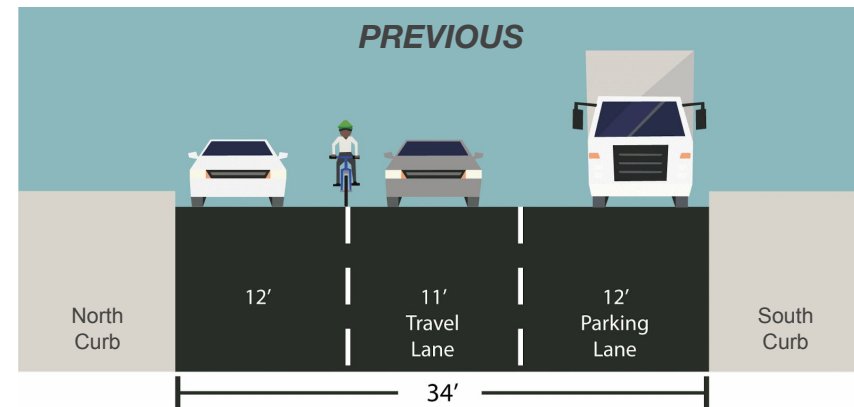
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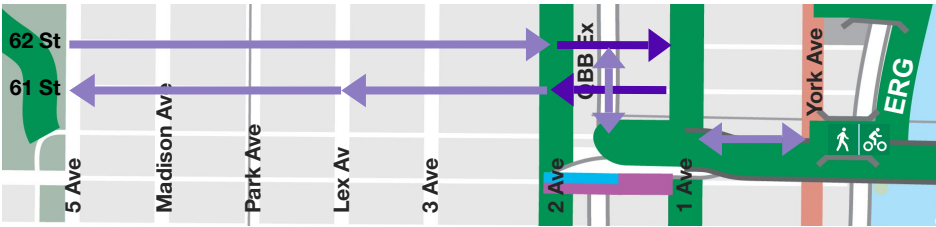
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Curb management: *curb access on both sides of the street*

- Update curb regulations to Improve curb access
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- Redesign allows for street cleaning and snow removal

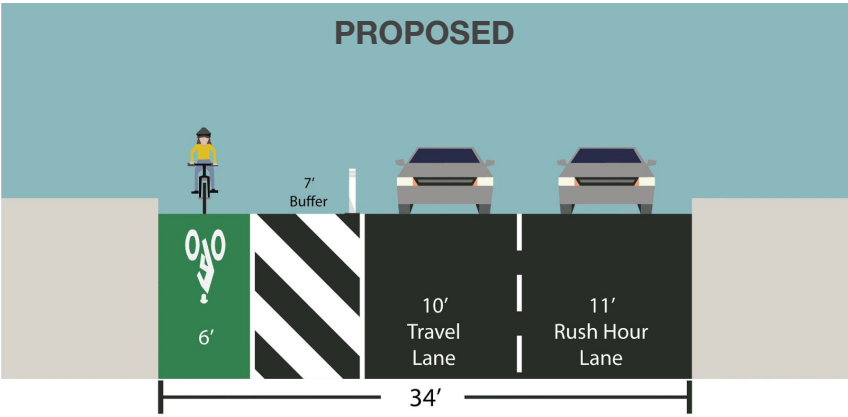
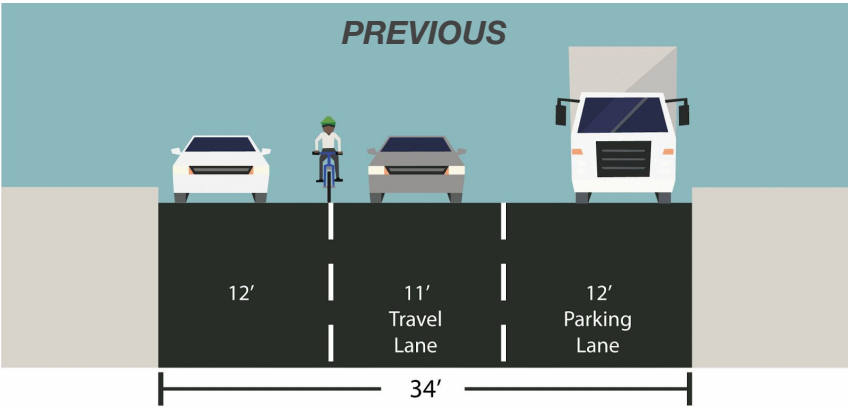


61st and 62nd Streets



Proposed Design: *Rush Hour Lane*

Existing	
Capacity	Two moving lanes during peak; excess capacity off-peak
Loading	Inefficient curb regulations
Proposed	Peak Period
Capacity	Maintain two travel lanes
Loading	No loading during peak-hours
Proposed	Off-Peak
Capacity	Remove one travel lane; add turn lanes
Loading	Loading allowed
	Increase curb access and encourages off-peak loading



61st and 62nd Streets: Design Elements

Curbside Buffered Bike Lane



Parking Protected Bike Lane

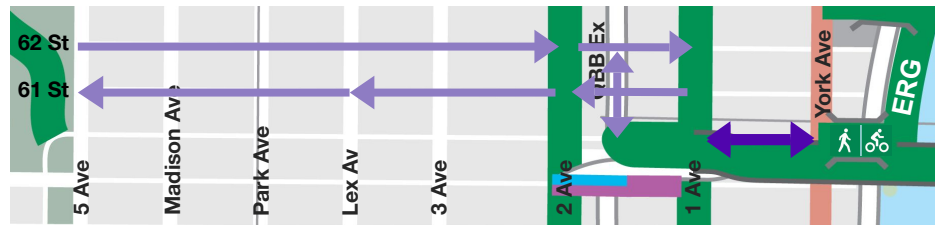
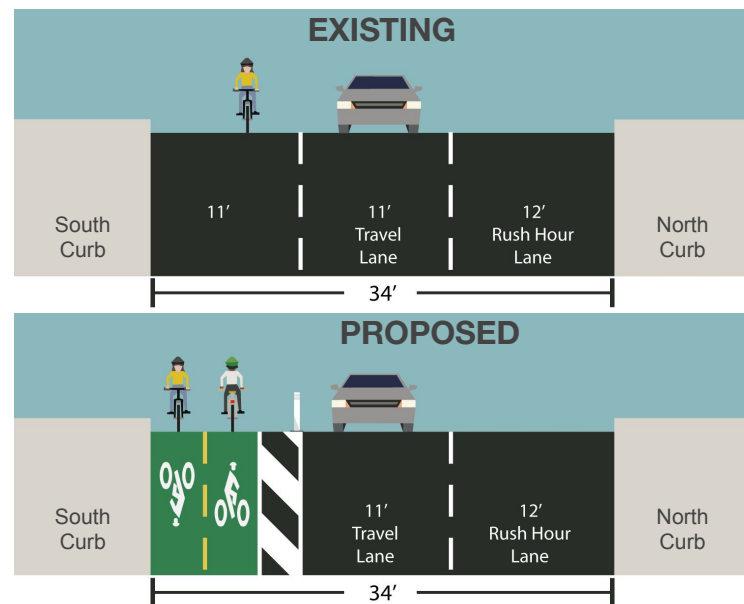


60th Street, 1st Ave to York Ave

Proposed Design: 34' wide

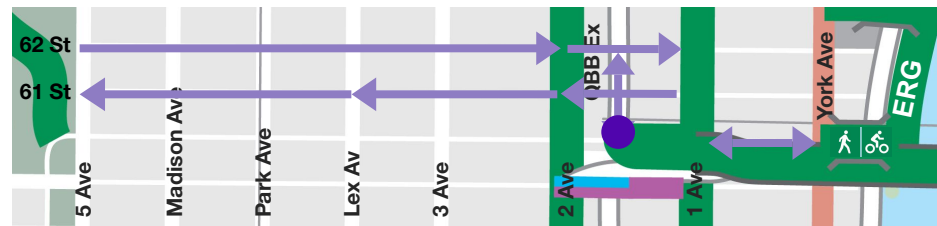
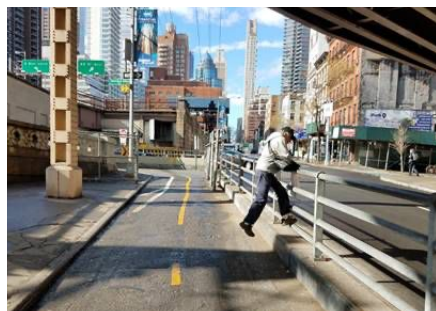
Proposal:

- Install quick-curb protected two-way bike lane
- Update curb regulations
- Maintains two travel lanes during peak periods
- Connection to East River Greenway



Design Elements: Quick-curb Protected Bike Lane





Proposed Design: *Open the QBB Path Gate*

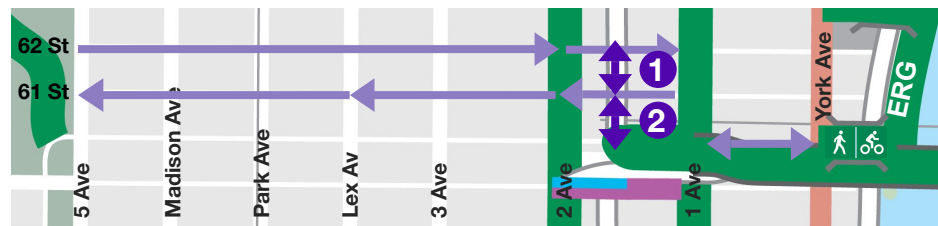
Bike and Pedestrian Facilities:

- Install all-way stop sign
- Remove barriers to allow for ped and bike access
- Install new ped and bike crossings



Pending engineering review.

QBB Exit Rd, 60th St to 62nd St: North-South Connection



Proposed Design: *Connection to crosstown routes*

Bike and Pedestrian Facilities:

- Install new crossing on 61st St at QBB Exit Rd
- Install two-way path on QBB Exit Rd between E 60th St and E 61st St
- Install bike stamps on sidewalk between E 61st St and E 62nd St

Design Elements:



Making It Work

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Making It Work

What we heard:

Bicycle and pedestrian safety improvements

- Protected bike lanes from the East River Greenway, the QBB, and Central Park
- Redesign of intersections

Curb access needs

- Targeted design to accommodate specific needs such as daycare center, medical facilities, and emergency vehicles
- Encourage higher turn over, and improve curb access

Traffic flow

- End crosstown lanes at 1st Ave instead of York Ave to accommodate heavier traffic
- Maintains two travel lanes east of 2nd Ave during peak periods
- Install standard intersection treatments with permanent materials: dedicated turn lanes, offset crossings, signal timing changes, to improve traffic flow and facilitate enforcement

Summary of Benefits

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Protected bike lanes benefit all street users:

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Motor Vehicle
Occupant Injuries
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Pedestrian
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Reduce conflicts, increases safety

- **Separate bikes** from moving vehicles - reduce conflicts between bicycles, pedestrians, vehicles, and trucks
- Increase **predictability** of cyclist location for drivers and pedestrians

Create new neighborhood amenity

- **Establish direct connections** that expand the existing protected bike lane network
- Create **comfortable** space for cyclists of varied ages and experience levels
- Provide **key routes** in upper Manhattan
- Bike access between Central Park and the East River Greenway





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