

# Upper East Side Crosstown Bike Routes

E 85<sup>th</sup>/84<sup>th</sup> St, E 78<sup>th</sup>/77<sup>th</sup> St, E 68<sup>th</sup>/67<sup>th</sup> St

2016



New York City Department of Transportation  
Presented to Community Board 8 on March 2, 2016



# Presentation Overview

## (1) Background

- Bike Network
- Route and Design Considerations

## (2) Project Description

- Proposed Design
- Design Precedents

## (3) Summary of Proposal

# Project Background

## Bike Network Connectivity

Community Board 8  
Request  
to study crosstown bike routes  
(November 2015)

**LEGEND**

- Proposed Bicycle Route (purple double-headed arrow)
- Project in Development (red arrow)
- Existing Bicycle Facilities
  - Protected Bicycle Path (green line)
  - Bicycle Lane (blue line)
  - Shared Lane (pink line)
  - Signed Route (yellow line)

First and Second Ave  
Protected Bike  
Lanes

Central Park

Limited East-West  
Crosstown Bike Routes  
In the Upper East Side  
Citibike Expansion

Carl Schurz &  
John Jay Park

Limited Bike Access to  
Neighborhood  
Destinations  
Parks, Subway, Institutions,  
Existing Network

Manhattan  
Waterfront  
Greenway



# Project Overview

## Crosstown Bike Routes

*Dedicated bike lanes*

*Connecting Central Park, 1<sup>st</sup> Ave Bike Path, East River Esplanade, Subway, Institutions*

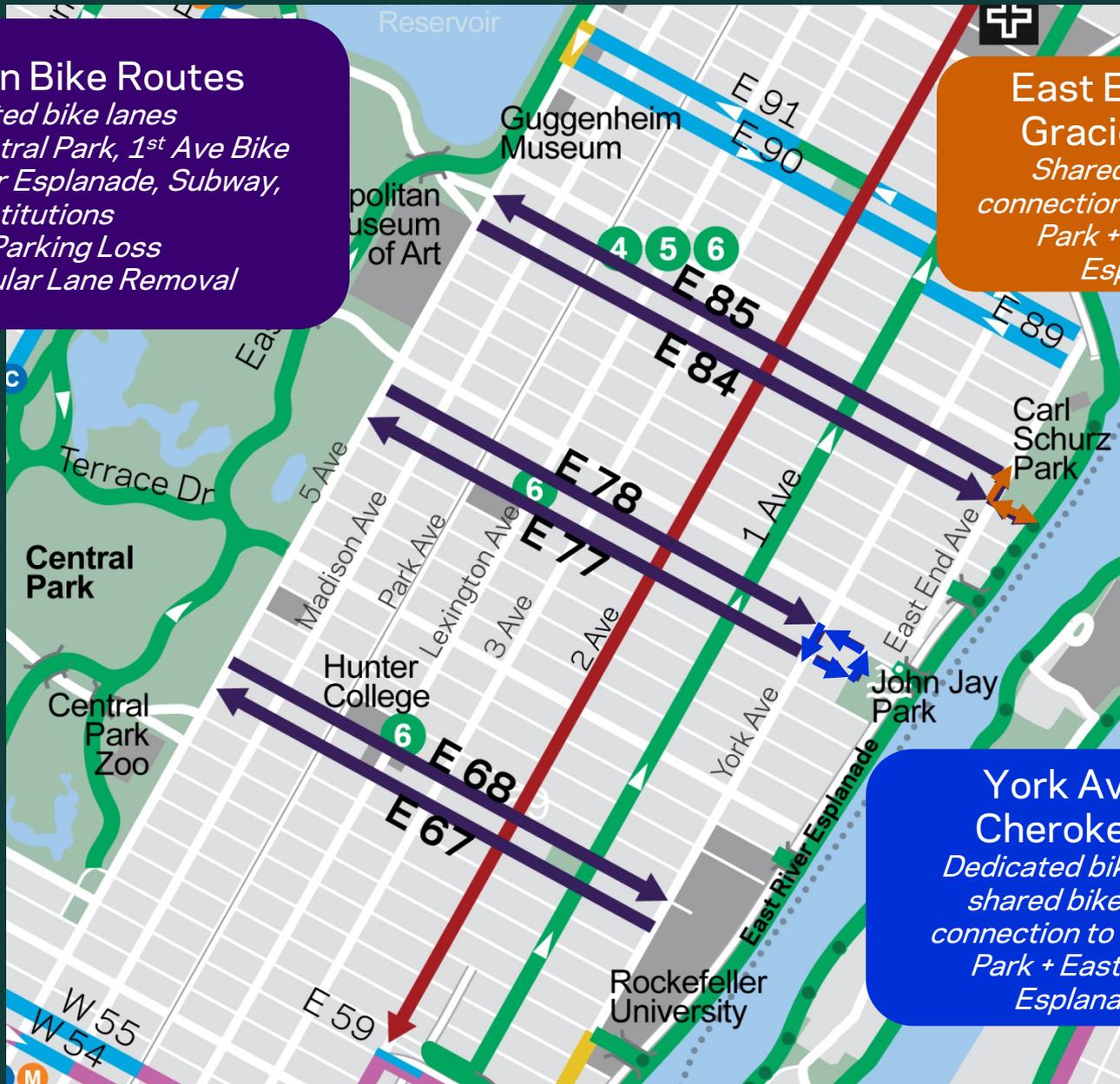
- *No Parking Loss*
- *No Vehicular Lane Removal*

## East End Ave & Gracie Square

*Shared bike route connection to Carl Schurz Park + East River Esplanade*

## York Ave & Cherokee Pl

*Dedicated bike lane + shared bike route connection to John Jay Park + East River Esplanade*



# Existing Issues

*Gap in Bike Network*

2 miles between 90<sup>th</sup>/91<sup>st</sup> Streets and 55<sup>th</sup>/54<sup>th</sup> Streets

Limited bike network in one of NYC's densest neighborhoods



2 miles

# Central Park and East River Esplanade Connections



Central Park Entrances

Manhattan Waterfront Greenway Entrances

# E 84<sup>TH</sup> & E 85<sup>TH</sup> Streets



Central Park Entrance

*No Parking  
Loss  
No Loss of  
Travel Lanes*

E 86<sup>th</sup> Street  
Commercial Corridor

Subway

Manhattan Waterfront  
Greenway Entrance

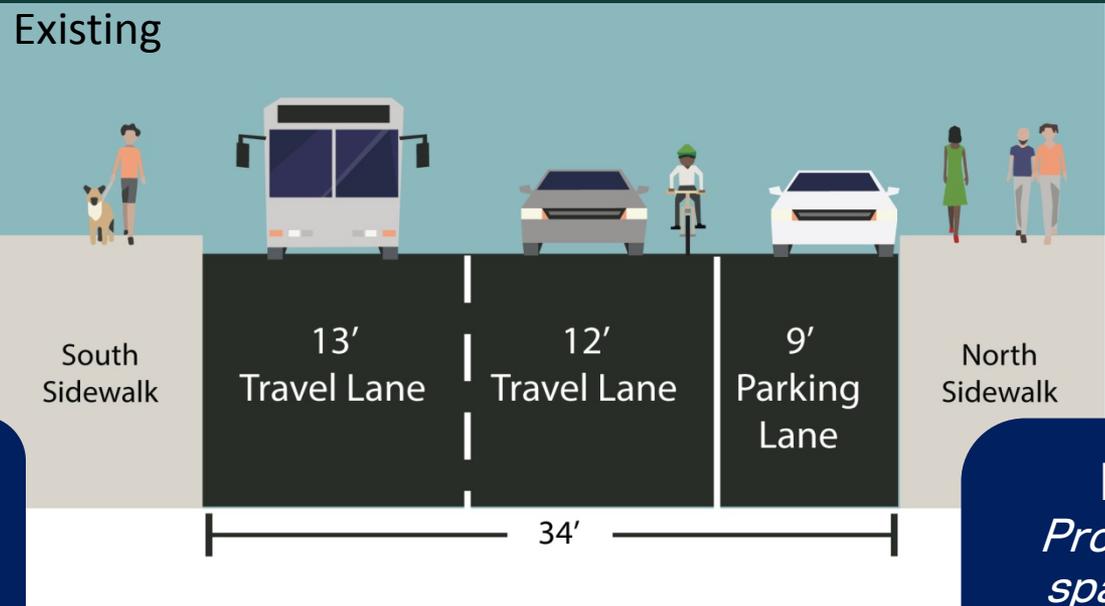
- Maintains equidistance between existing + proposed routes
- Central Park + Greenway entrance
- Close to subway station
- Near commercial corridor

# Proposed Design

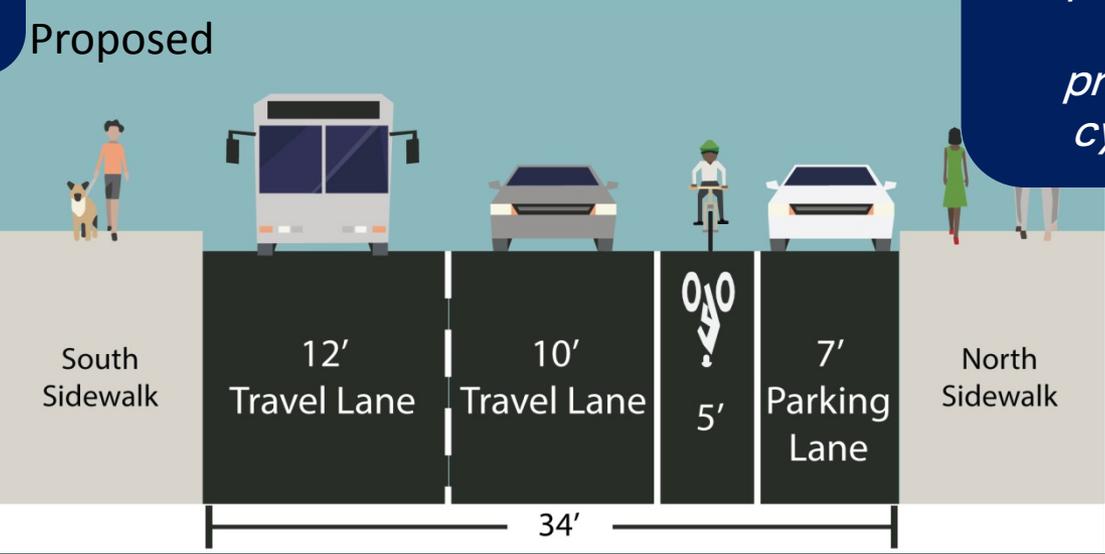
84<sup>th</sup> Street between 5<sup>th</sup> Avenue & Madison Avenue

No Parking  
Loss  
No Loss of  
Travel Lanes

Maintain  
Travel Lanes  
Discourage  
speeding



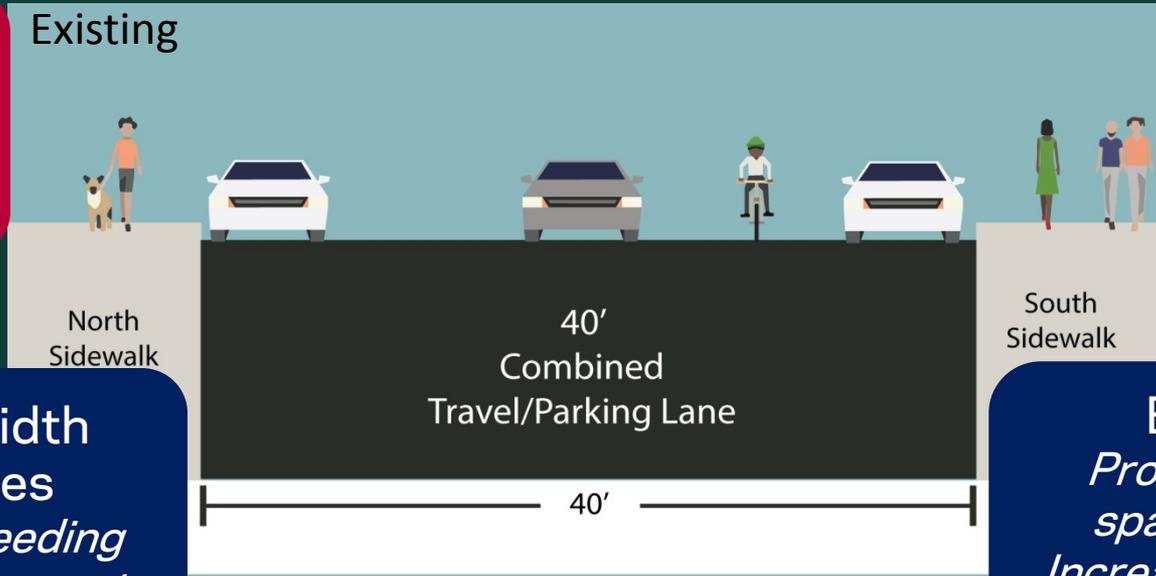
Bike Lanes  
Provide dedicated  
space for cyclists  
Increase  
predictability of  
cyclist location



# Proposed Design

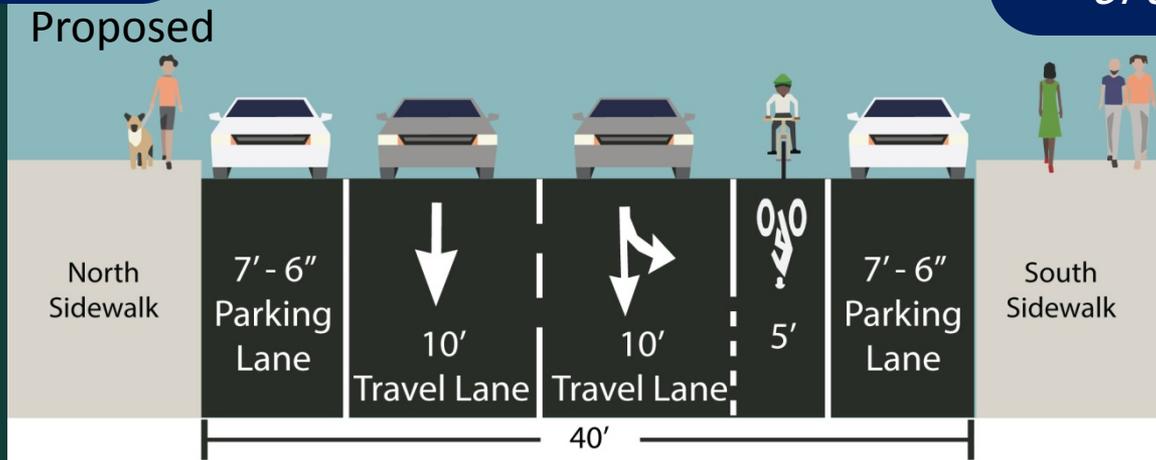
## 85<sup>th</sup> Street at 5<sup>th</sup> Avenue

*No Parking  
Loss  
No Loss of  
Travel Lanes*

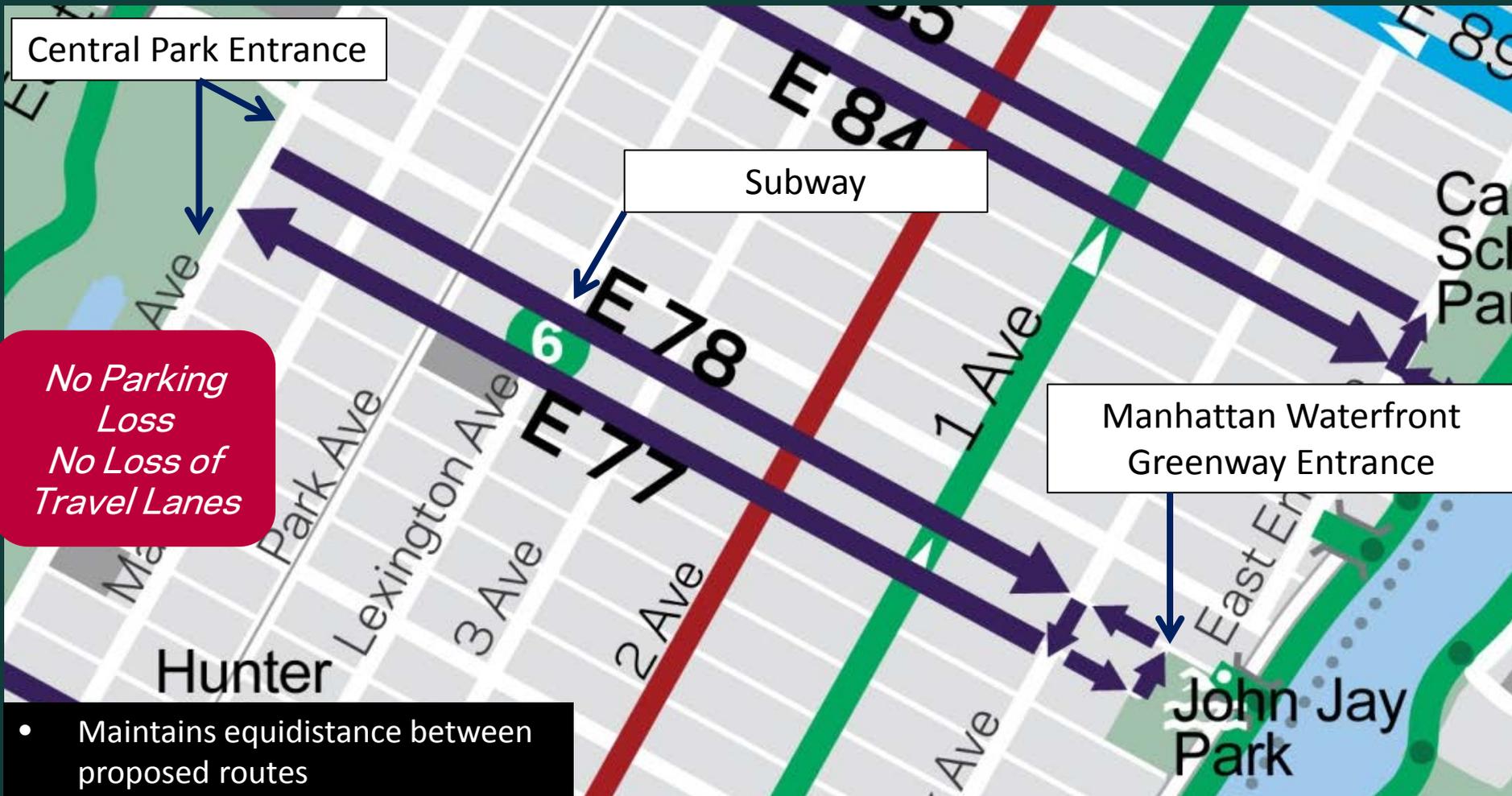


**Standard Width  
Travel Lanes**  
*Discourage speeding  
Predictable movements*

**Bike Lanes**  
*Provide dedicated  
space for cyclists  
Increase predictability  
of cyclist location*



# E 77<sup>TH</sup> & E 78<sup>TH</sup> Streets



Central Park Entrance

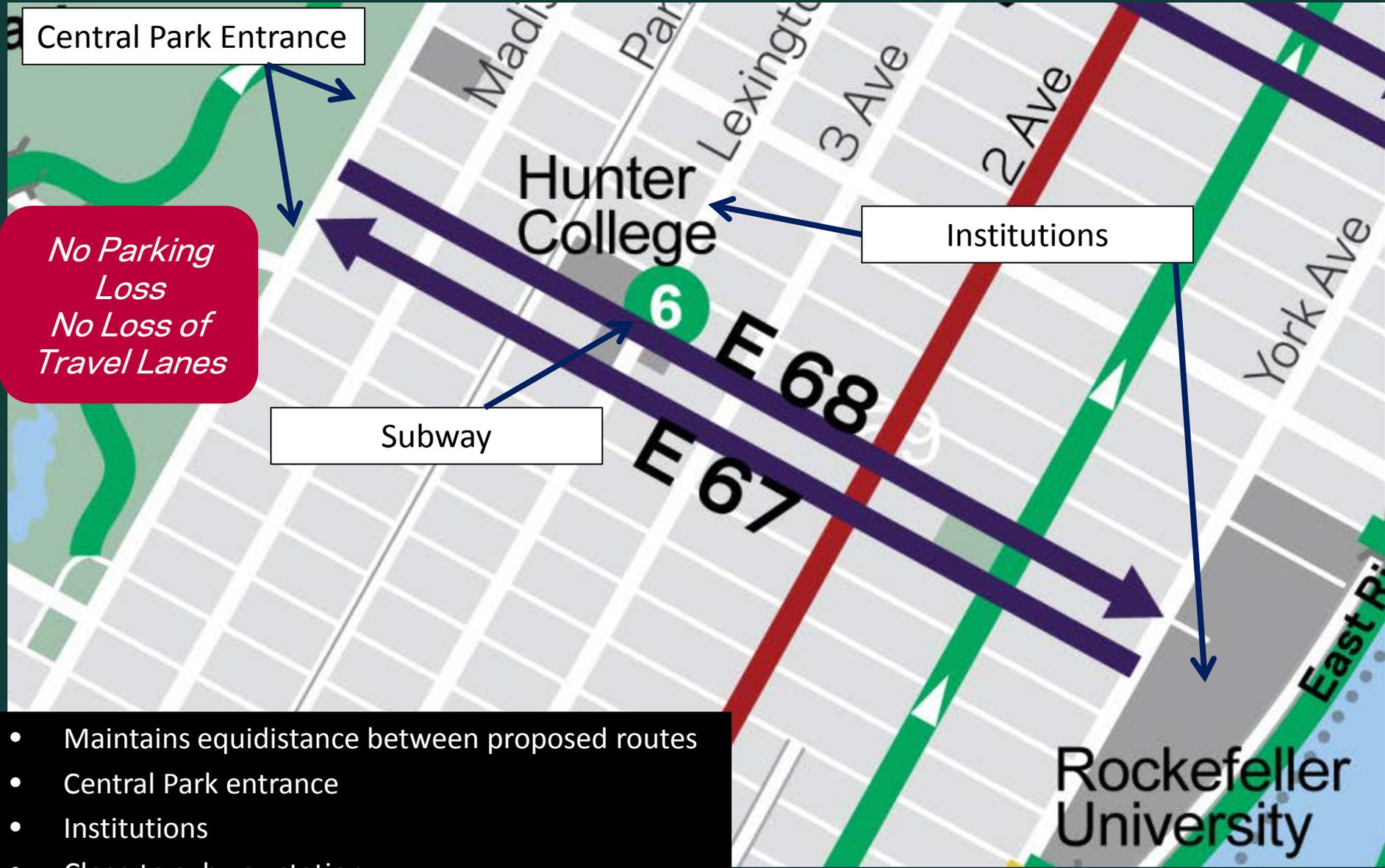
Subway

*No Parking  
Loss  
No Loss of  
Travel Lanes*

Manhattan Waterfront  
Greenway Entrance

- Maintains equidistance between proposed routes
- Central Park + Greenway entrance
- Close to subway station

# E 67<sup>TH</sup> & E 68<sup>TH</sup> Streets



Central Park Entrance

*No Parking Loss  
No Loss of Travel Lanes*

Subway

Hunter College

Institutions

E 67  
E 68

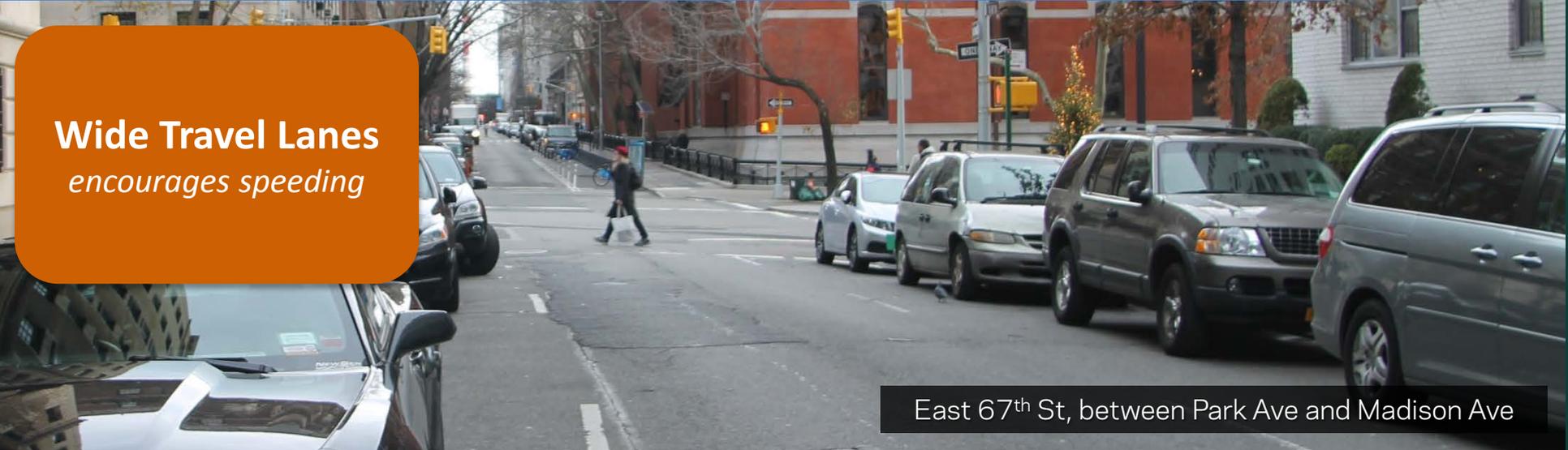
Rockefeller University

- Maintains equidistance between proposed routes
- Central Park entrance
- Institutions
- Close to subway station

# Crosstown Routes

Existing Conditions - 85<sup>th</sup>, 84<sup>th</sup>, 78<sup>th</sup>, 77<sup>th</sup>, 68<sup>th</sup>, 67<sup>th</sup> Streets

**Wide Travel Lanes**  
*encourages speeding*



East 67<sup>th</sup> St, between Park Ave and Madison Ave

**Lack of dedicated bike space**  
*encourages riding on both sides and provides less predictability*



East 84<sup>th</sup> St, between Lexington Ave and 3<sup>rd</sup> Ave

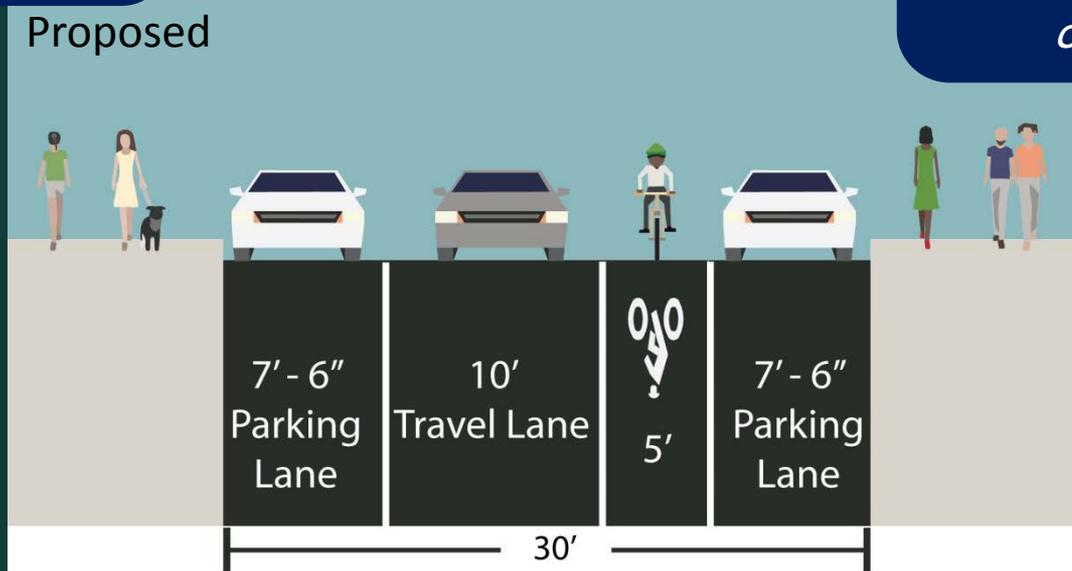
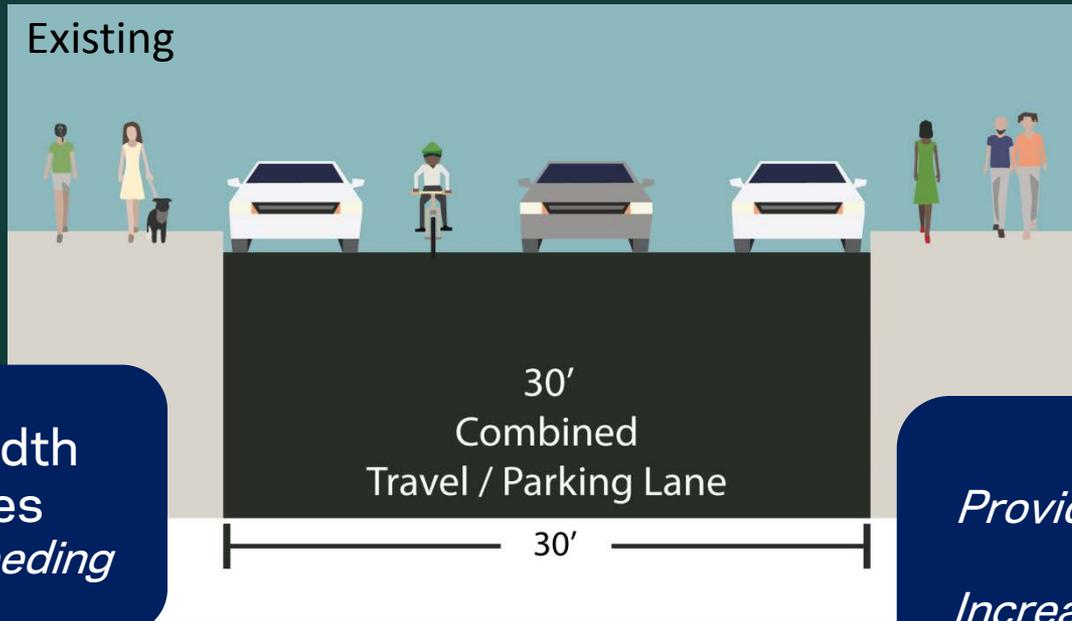
# Crosstown Routes

Proposed Design- 85<sup>th</sup>, 84<sup>th</sup>, 78<sup>th</sup>, 77<sup>th</sup>, 68<sup>th</sup>, 67<sup>th</sup> Streets

*No Parking  
Loss  
No Loss of  
Travel Lanes*

**Standard Width  
Travel Lanes**  
*Discourage speeding*

**Bike Lanes**  
*Provide dedicated space  
for cyclists  
Increase predictability of  
cyclist location*



# Crosstown Routes

Example of Proposed Design- *85<sup>th</sup>, 84<sup>th</sup>, 78<sup>th</sup>, 77<sup>th</sup>, 68<sup>th</sup>, 67<sup>th</sup> Streets*



54<sup>th</sup> St, Manhattan

# Hospitals on Bike Routes

## Manhattan

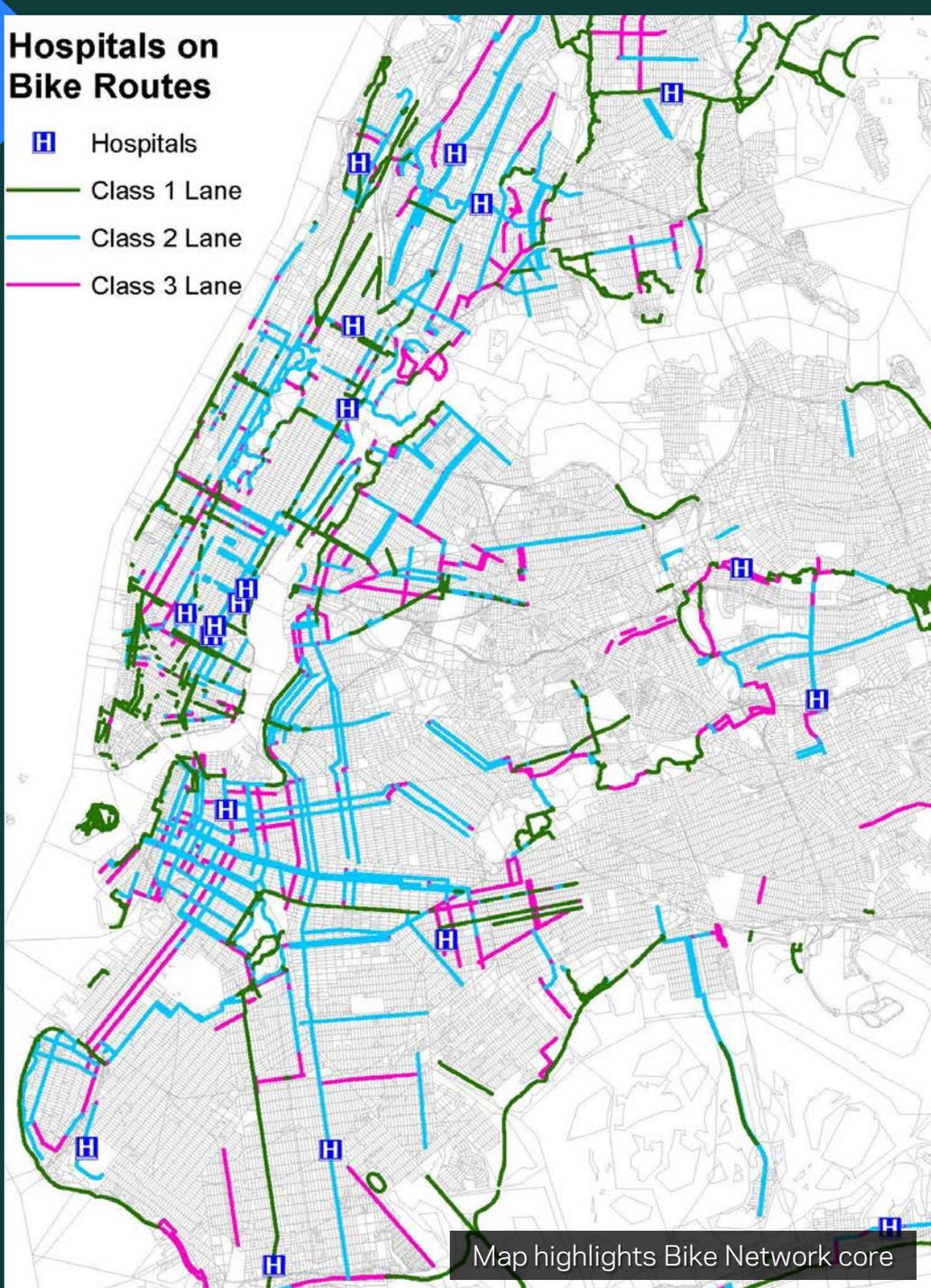
- 8 Hospitals

## Outer Boroughs

- 10 Hospitals

## Hospitals on Bike Routes

-  Hospitals
-  Class 1 Lane
-  Class 2 Lane
-  Class 3 Lane



Brooklyn Hospital Center - Ashland Pl

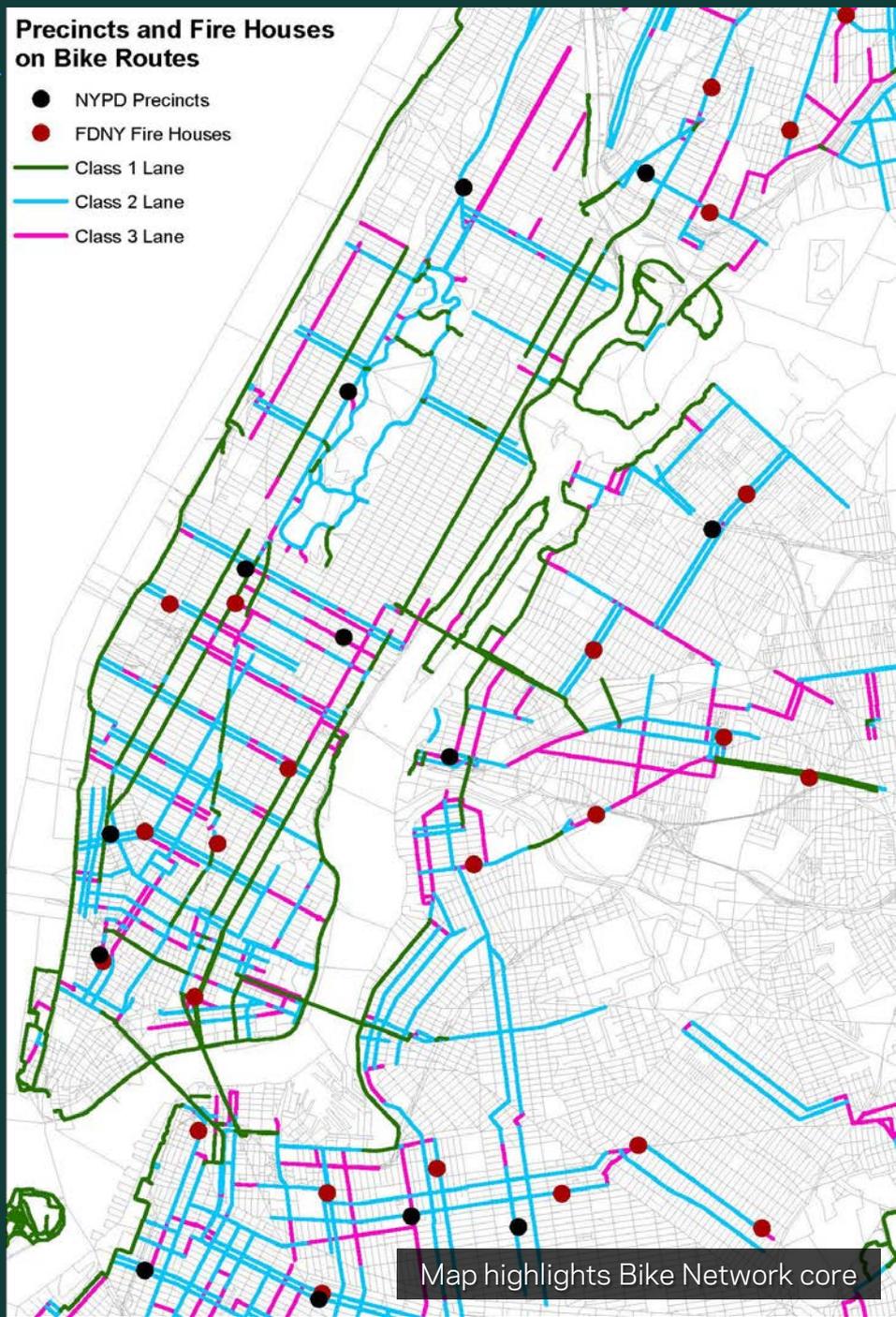
Bronx Lebanon Hospital - Grand Concourse

Map highlights Bike Network core

# NYPD Precincts and Fire Houses on Bike Routes

## Precincts and Fire Houses on Bike Routes

- NYPD Precincts
- FDNY Fire Houses
- Class 1 Lane
- Class 2 Lane
- Class 3 Lane



### Manhattan

- 6 NYPD Precincts
- 7 Fire Houses

### Outer Boroughs

- 13 NYPD Precincts
- 29 Fire Houses



FDNY Engine 65 - W 43rd St, MN

Map highlights Bike Network core

# Schools on Bike Routes

## Manhattan

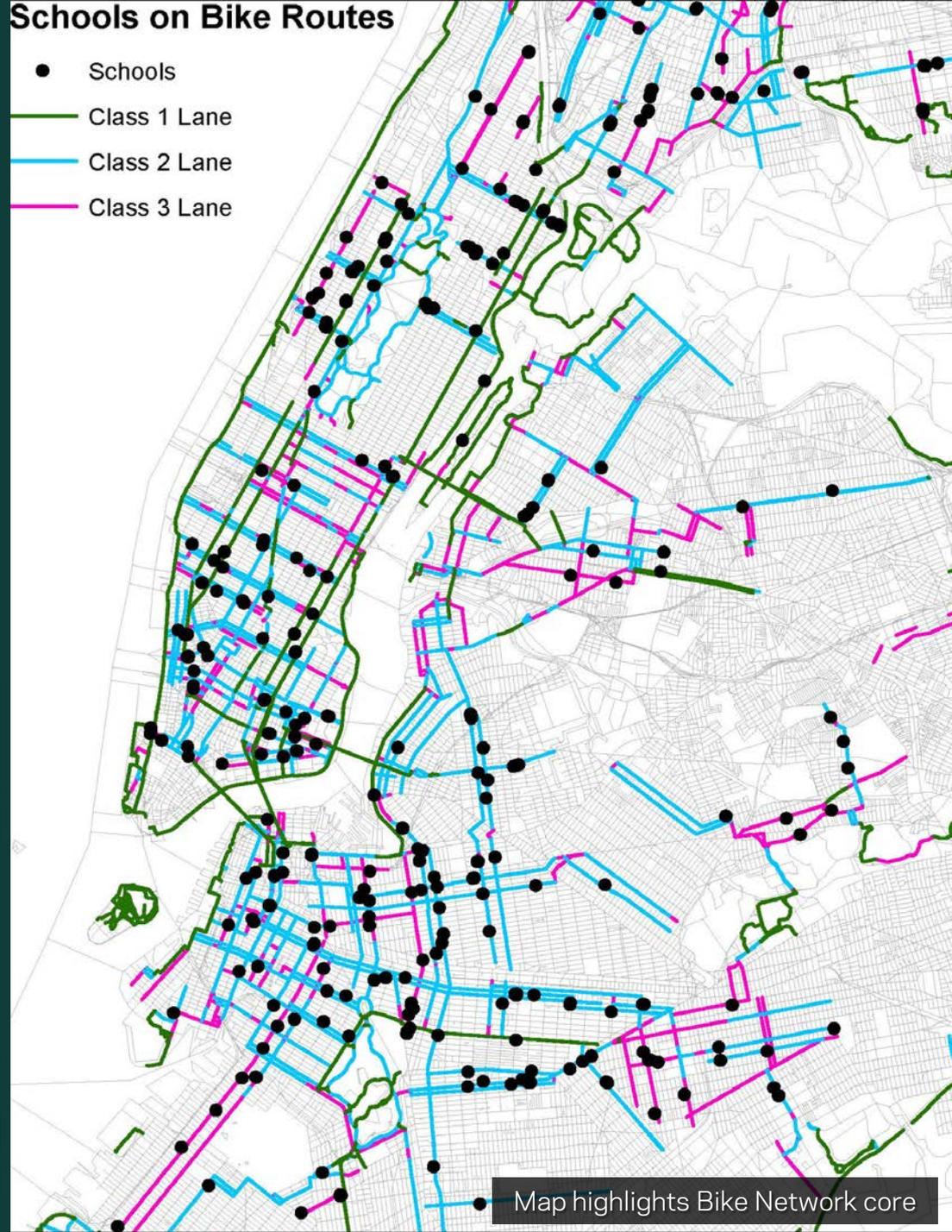
- 85 Public & Private Schools

## Outer Boroughs

- 397 Public & Private Schools

## Schools on Bike Routes

- Schools
- Class 1 Lane
- Class 2 Lane
- Class 3 Lane



Public School 11 - W 21<sup>st</sup> St, MN

Map highlights Bike Network core

# Bike Routes on Bus Routes

## Bike Infrastructure

- 174 Bus Routes overlap with a bike route



W 43<sup>rd</sup> St - M34 Bus

## Bike Routes on Bus Routes

- Class 1 Lane
- Class 2 Lane
- Class 3 Lane



Map highlights Bike Network core

# Summary/Benefits



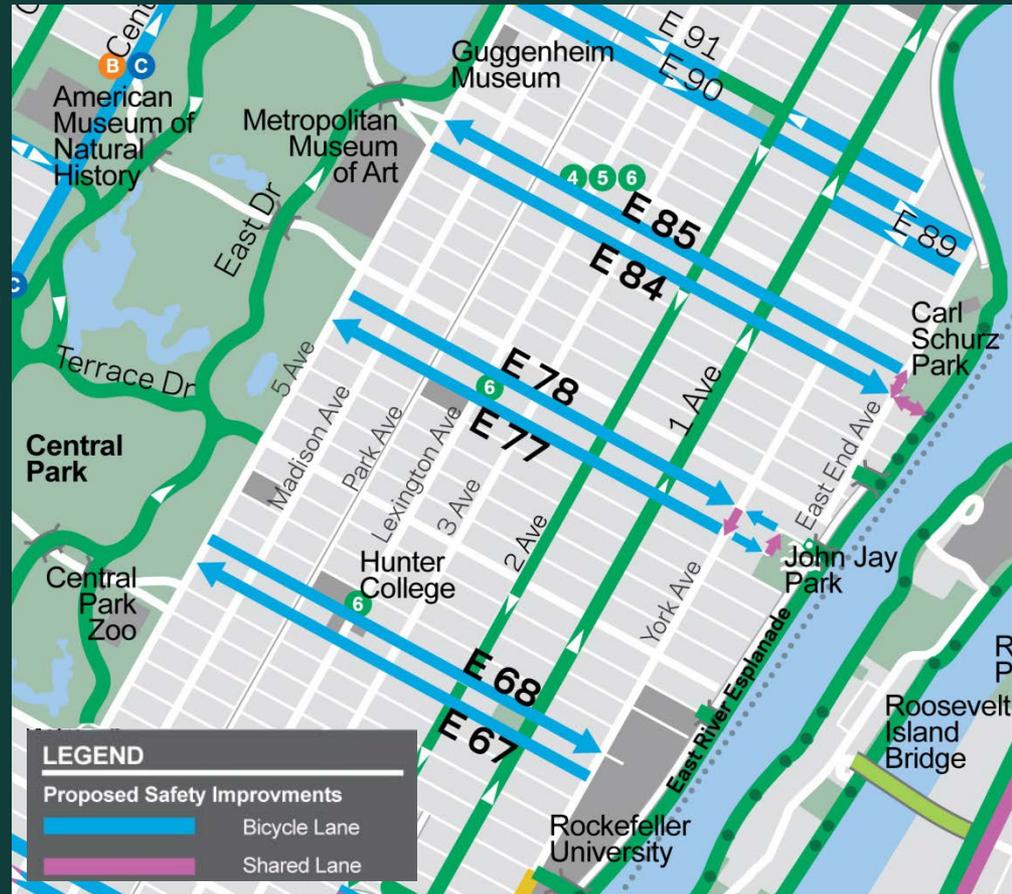
E 85th St, Between 3rd Ave and 2nd Ave

## (1) Increased Safety for Road Users

- Organizes roadway
- Reduces speeds/calms traffic
- Increases awareness of cyclists

## (2) New Connections – Critical Crosstown Bike Routes

- Central Park + East River Esplanade
- Bike Share
- 1st Ave and 2nd Ave Protected Bike Paths
- Numerous Institutions
- Subway



# Public Engagement

## Street Ambassadors



DOT can coordinate Street Ambassadors safety outreach including light & bell giveaways with implementation

Outreach on 1<sup>st</sup> Ave on September 22, 2015

Outreach at the Ed Koch Queensboro Bridge on November 16, 2015



# Public Engagement

## Commercial Bike Unit

DOT can coordinate Commercial Bike Unit safety outreach with implementation

### Commercial Bicyclist Safety



This poster must be displayed where delivery cyclists will easily see it. Sections § 10-157 and § 10-157.1 of the New York City Administrative Code regulate businesses using a bicycle for commercial purposes. The responsibilities listed below are imposed by law. Failure to comply with these requirements may subject violators to legal sanctions.

Commercial bicyclists must obey all traffic laws and rules. These laws include, but are not limited to, the following requirements:

-  Yield to pedestrians
-  Stay off the sidewalk
-  Do not wear more than one earphone while riding
-  Ride in the direction of traffic
-  Stop at all red lights and stop signs
-  Use a white headlight and red taillight at night

Commercial bicyclists must:

-  Wear **retroreflective** upper body apparel with the business' name and bicyclist's 3-digit ID number on the back in lettering at least 1 inch high.
-  Wear a bicycle helmet in good condition.
- Carry a business ID card at all times when riding on behalf of the business, which includes the information below:
  -  Business name, address and phone number
  - Bicyclist's name, photo and 3-digit ID number

Business owners must provide the above items.

Business owners who employ commercial bicyclists must:

- Equip commercial bicycles with the following, in addition to the items required above:
  - A bell or other audible device
  - White headlight and red taillight
  - Reflex reflectors
  - Brakes
  - Metal or plastic sign in good condition at least 3 inches by 5 inches with the business' name and a unique bicycle ID number for each bicycle in lettering at least 1 inch high. The sign must be affixed to the rear or both sides of the bicycle.
- Make available at the site a roster to include each cyclist's:
  - Name, residence address, date of employment and, where applicable, date of discharge from employment
  - Unique 3-digit ID number
  - Confirmation of cyclist's completed review of DOT Commercial Cyclist Safety Course



**NYC** For more, please visit [www.nyc.gov/bikes](http://www.nyc.gov/bikes) APRIL 2013 **NEW YORK CITY DOT**



For more information visit: <http://www.nyc.gov/html/dot/html/bicyclists/commercial-cyclists.shtml#bicyclists>

Questions?

**Thank  
You**

[nyc.gov/dot](https://nyc.gov/dot)