

# Upper East Side Crosstown Bike Routes

2016



New York City Department of Transportation  
Presented to Community Board 8 on May 4, 2016





# Project Background Process

November 5, 2015

CB 8 requested crosstown bike lanes

February 3, 2016

DOT presented proposed routes

March 2, 2016

DOT presented additional information about proposed routes, in response to CB 8 request

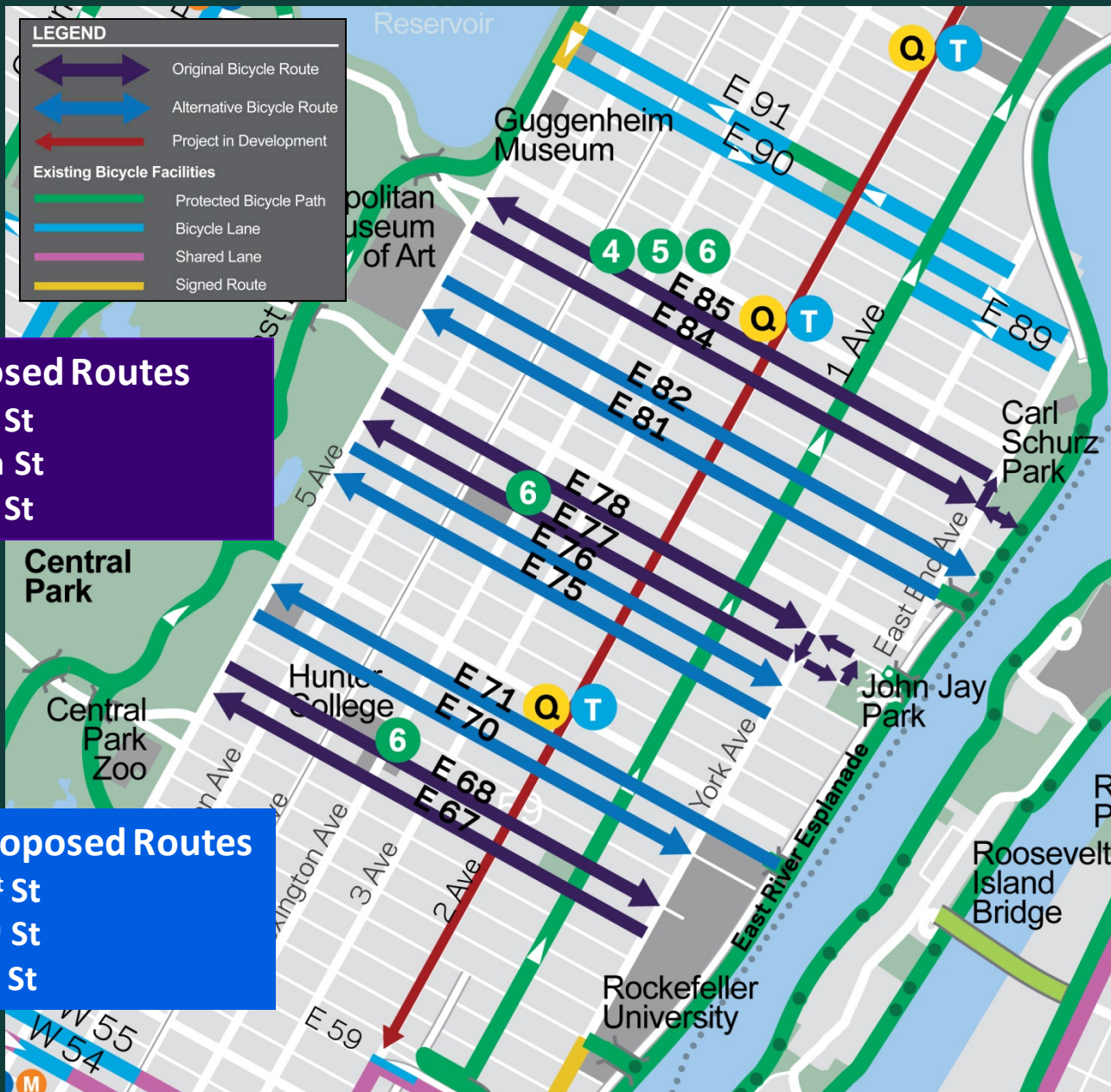
March 16, 2016

CB 8 requested that for each of the original three pairs DOT provide an alternative pair for consideration

Tonight we will:

- (1) Review original and alternative proposals
- (2) Select pairs of crosstown routes

## Original and Alternative Proposed Routes



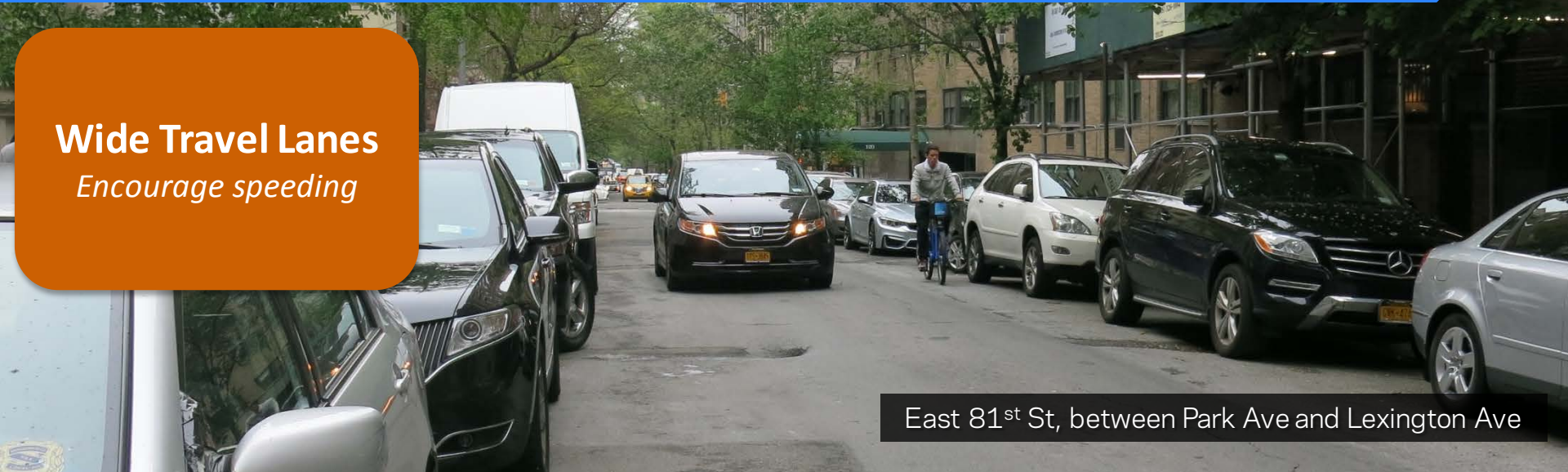


# Original and Alternative Proposed Routes

## Typical Existing Conditions

### Wide Travel Lanes

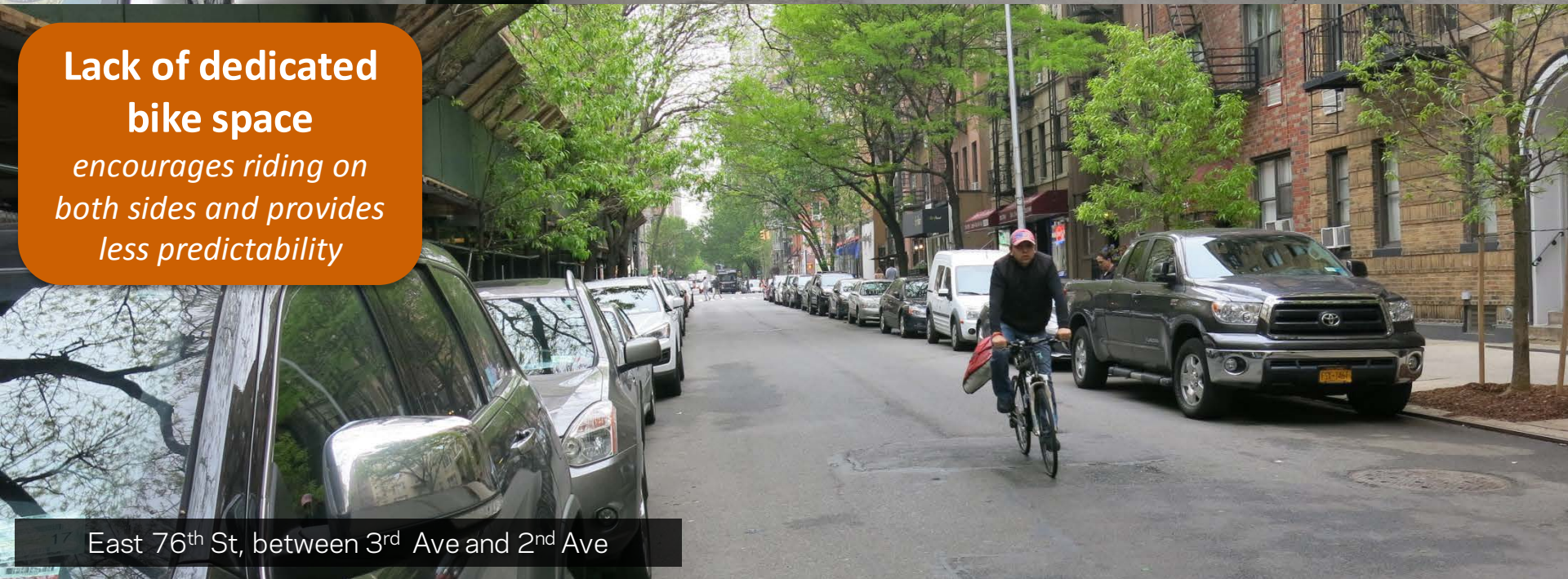
*Encourage speeding*



East 81<sup>st</sup> St, between Park Ave and Lexington Ave

### Lack of dedicated bike space

*encourages riding on both sides and provides less predictability*

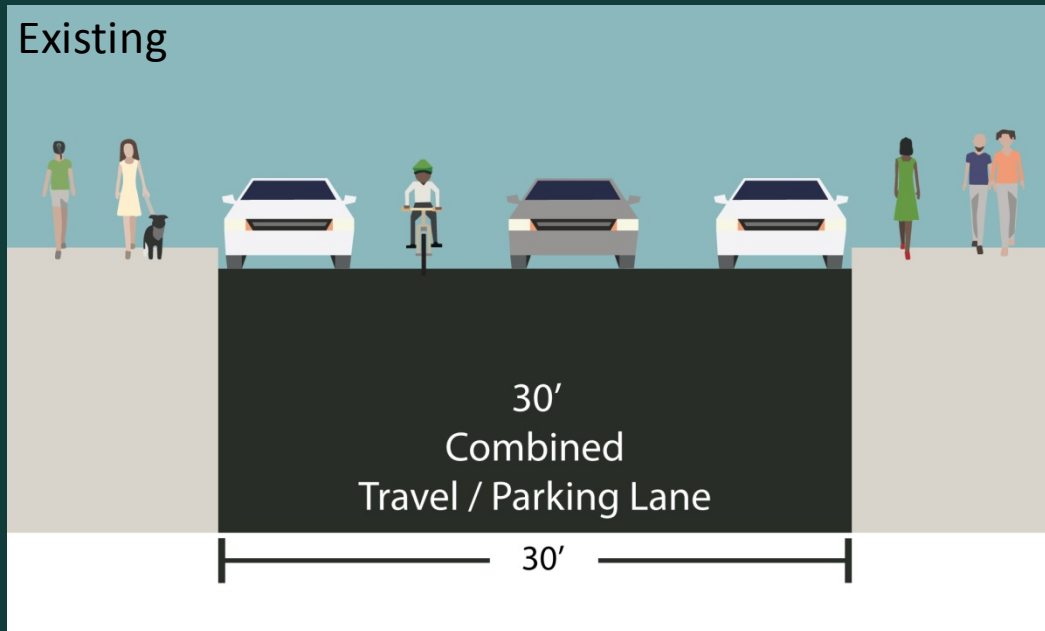


East 76<sup>th</sup> St, between 3<sup>rd</sup> Ave and 2<sup>nd</sup> Ave

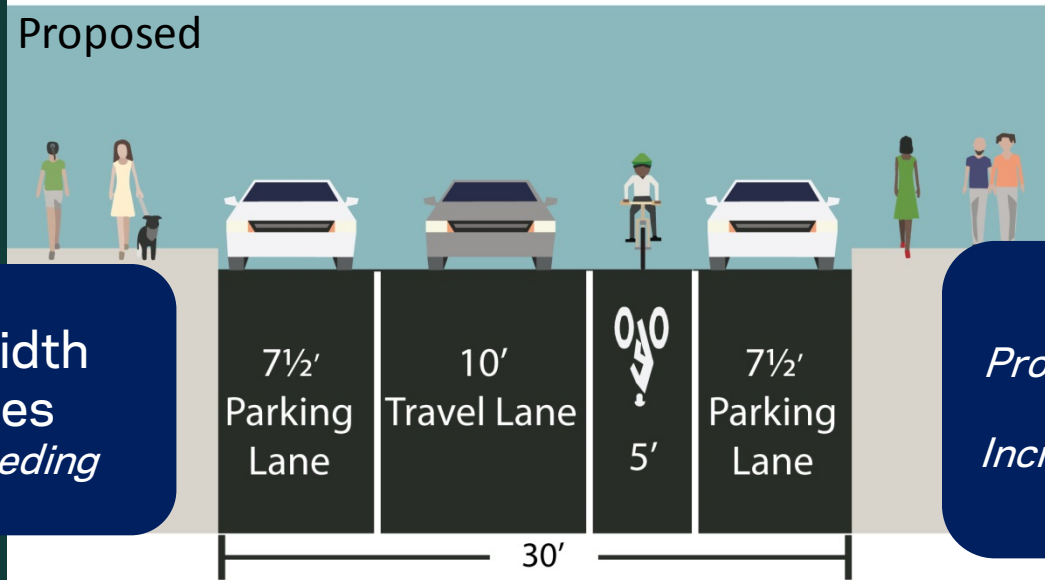
# Original and Alternative Proposed Routes

## Typical Proposed Design

Existing



Proposed



*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*



# Original and Alternative Proposed Routes

## Example of Proposed Design

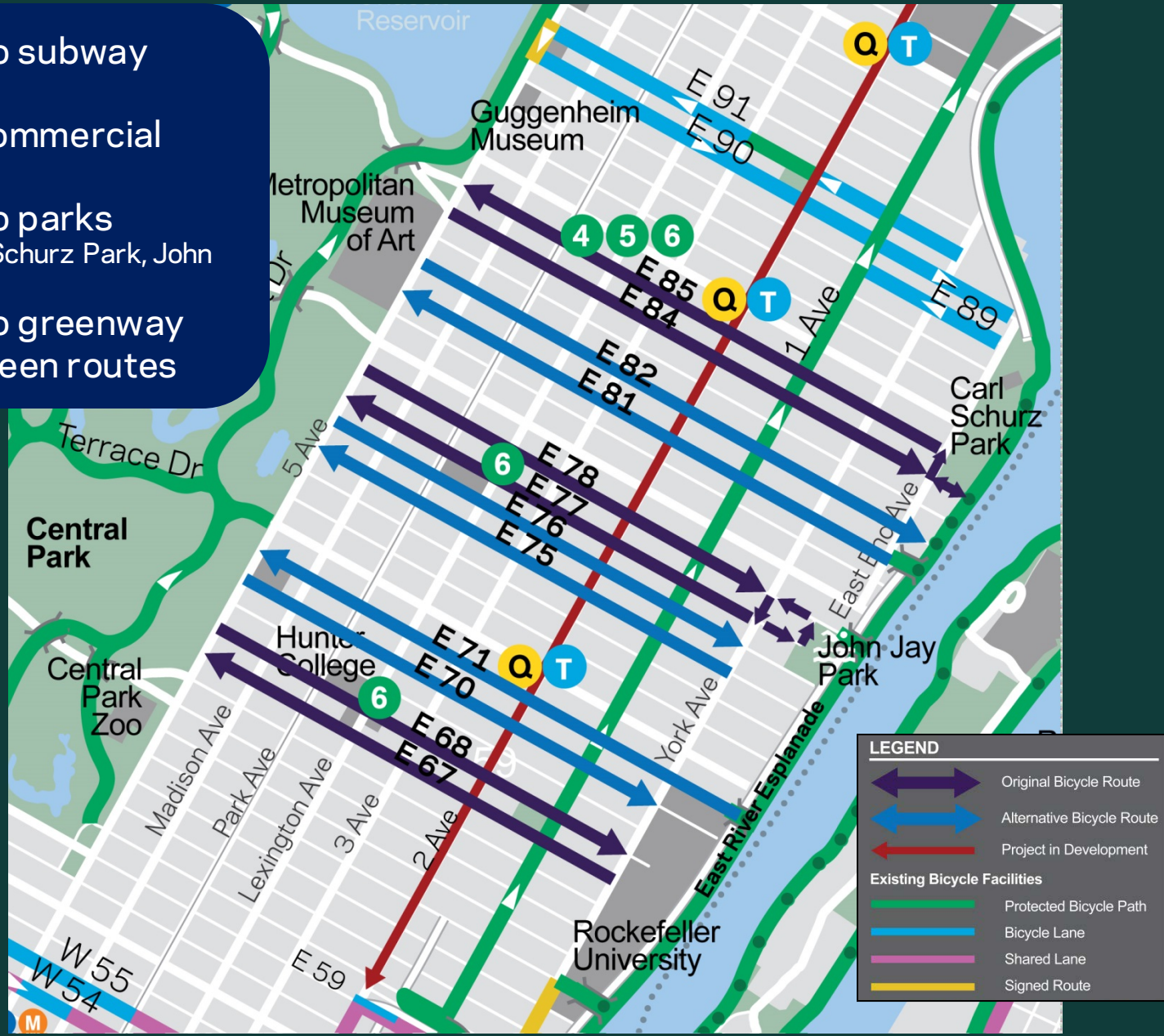


54<sup>th</sup> St, Manhattan



## Route Selection Considerations

1. Connections to subway stations
2. Proximity to commercial corridors
3. Connections to parks (Central Park, Carl Schurz Park, John Jay Park)
4. Connections to greenway
5. Distance between routes



# E 84<sup>th</sup> / E 85<sup>th</sup> and E 82<sup>nd</sup> / E 81<sup>st</sup> Streets





# E 78<sup>th</sup> / E 77<sup>th</sup> and E 76<sup>th</sup> / E 75<sup>th</sup> Streets

Central Park  
Entrances

## Original Proposed Routes

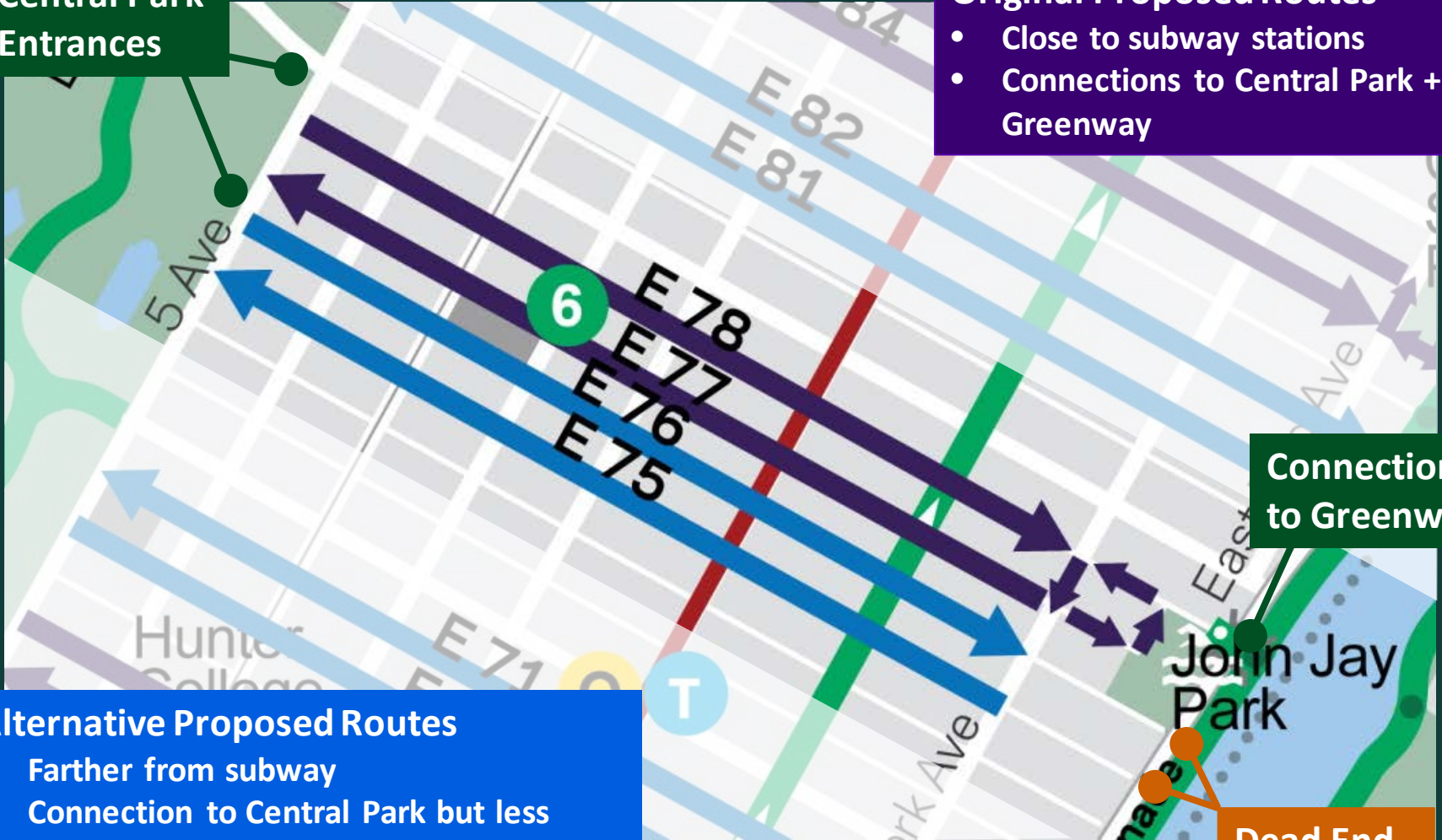
- Close to subway stations
- Connections to Central Park + Greenway

Connection  
to Greenway

## Alternative Proposed Routes

- Farther from subway
- Connection to Central Park but less convenient entrances to Greenway

Dead End  
at FDR





# E 68<sup>th</sup> / E 67<sup>th</sup> and E 71<sup>st</sup> / E 70<sup>th</sup> Streets

## Central Park Entrances

## Alternative Proposed Routes

- Farther from 6, closer to Q/T subway station
- Connection to Central Park and connection to Greenway at 71<sup>st</sup> St
- Farther from Hunter College
- No bus route

## Pedestrian Bridge to Greenway

## Original Proposed Routes

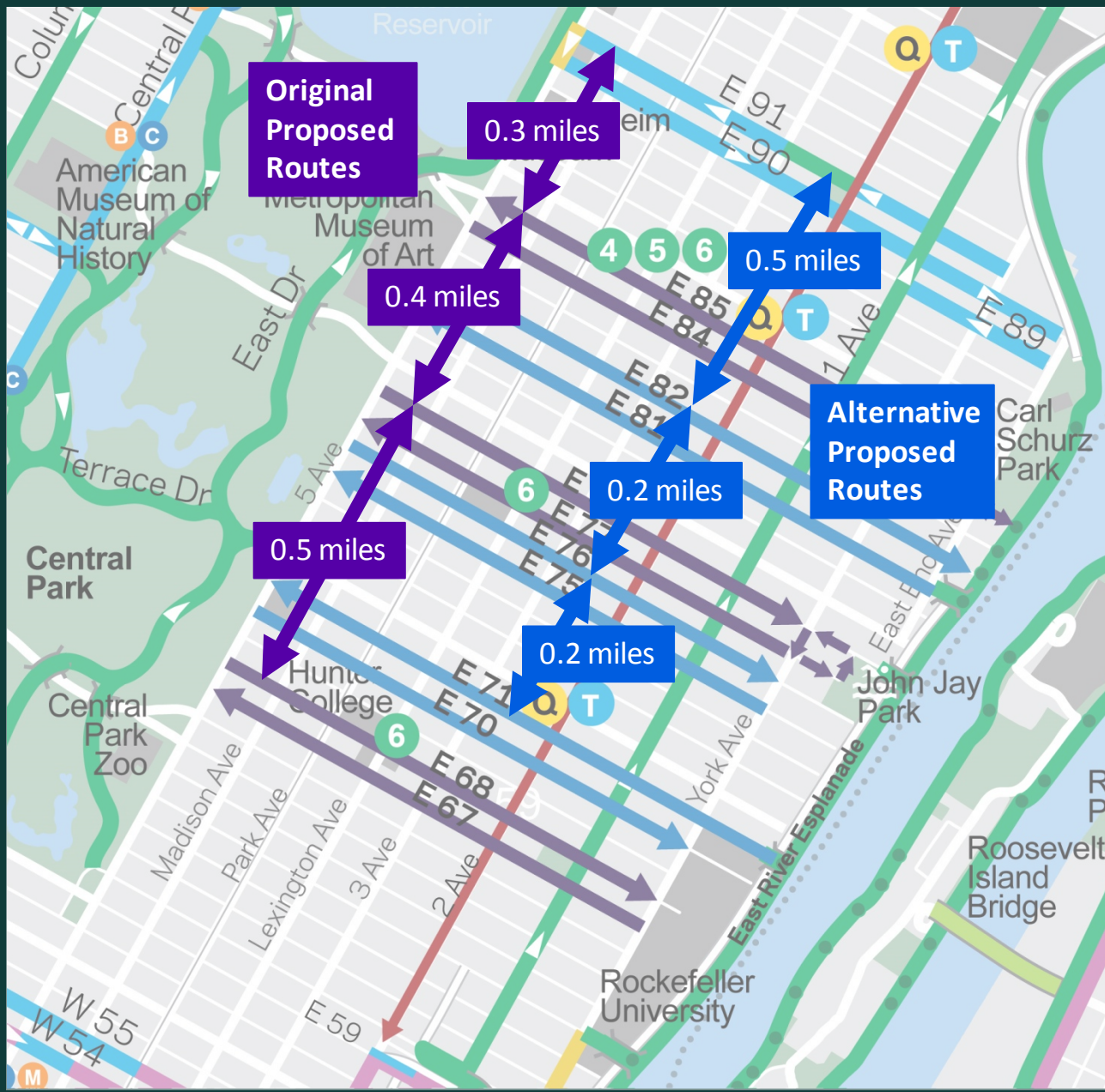
- Close to subway stations
- Close to Hunter College
- Connections to Central Park
- Existing bus route





# Route Selection Considerations

## Distance Between Routes





# Crosstown Bike Routes

## Route Selection for Discussion

### Project Goals

#### (1) Increased Safety for Road Users

- Organize roadway + reduce speeds/calm traffic
- Increase awareness of cyclists

#### (2) Improved Connectivity and Access

- Subway Stations
- Commercial Corridors
- Parks
- Greenway
- Distance Between Routes





# Public Engagement

## Street Ambassadors



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.



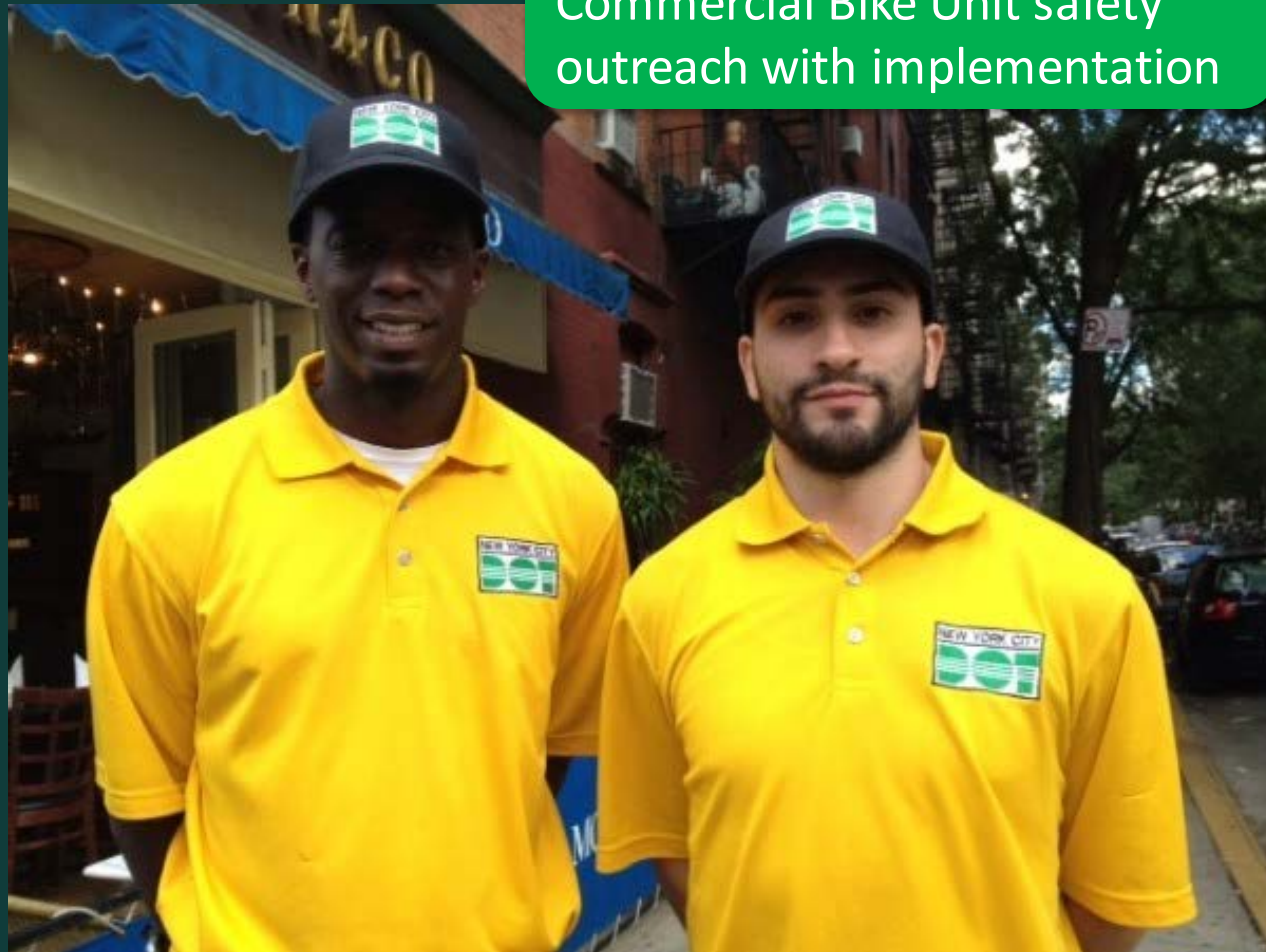
Make available at the site a roster to include each cyclist's:

- 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



For more, please visit [www.nyc.gov/bikes](http://www.nyc.gov/bikes)

APRIL 2013



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)