

Upper East Side Crosstown Bike Routes

E 85th/84th St, E 78th/77th St, E 68th/67th 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

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

Carl Schurz & John Jay Park

Manhattan Waterfront Greenway



Existing Issues

Gap in Bike Network

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

Limited bike network in one of NYC's densest neighborhoods

2 miles



Central Park and East River Esplanade Connections



Manhattan Waterfront
Greenway Entrances

Central Park Entrances

E 84TH & E 85TH Streets



Central Park Entrance

*No Parking
Loss
No Loss of
Travel Lanes*

E 86th Street
Commercial Corridor

Subway

Manhattan Waterfront
Greenway Entrance

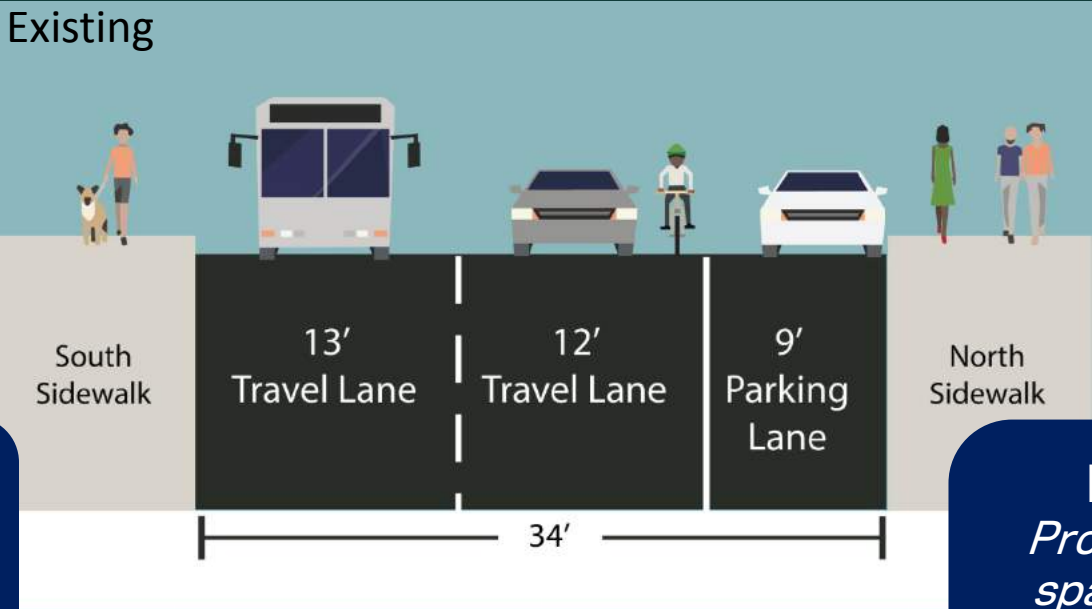
- Maintains equidistance between existing + proposed routes
- Central Park + Greenway entrance
- Close to subway station
- Near commercial corridor

Proposed Design

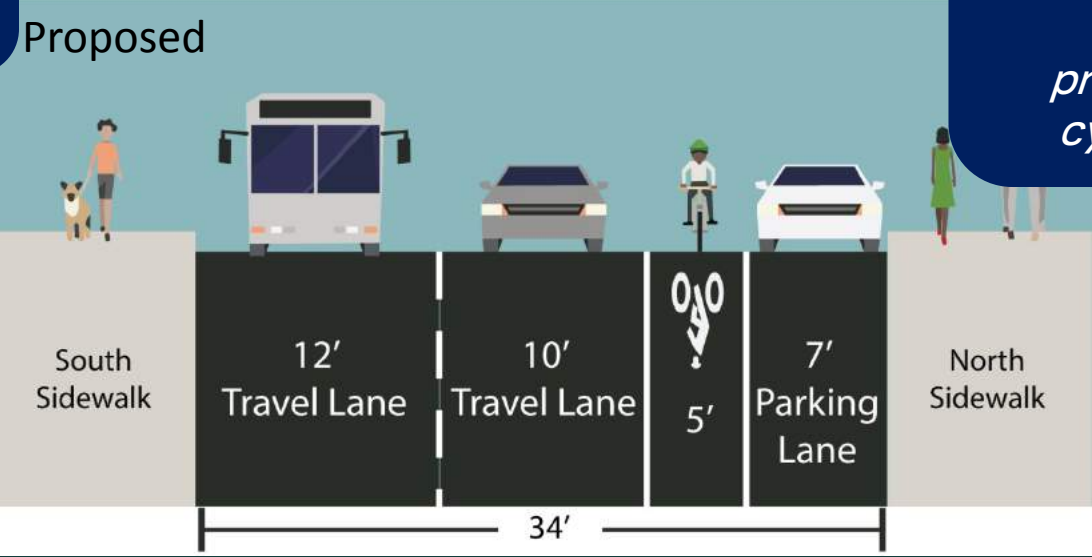
84th Street between 5th Avenue & Madison Avenue

*No Parking
Loss
No Loss of
Travel Lanes*

*Maintain
Travel Lanes
Discourage
speeding*



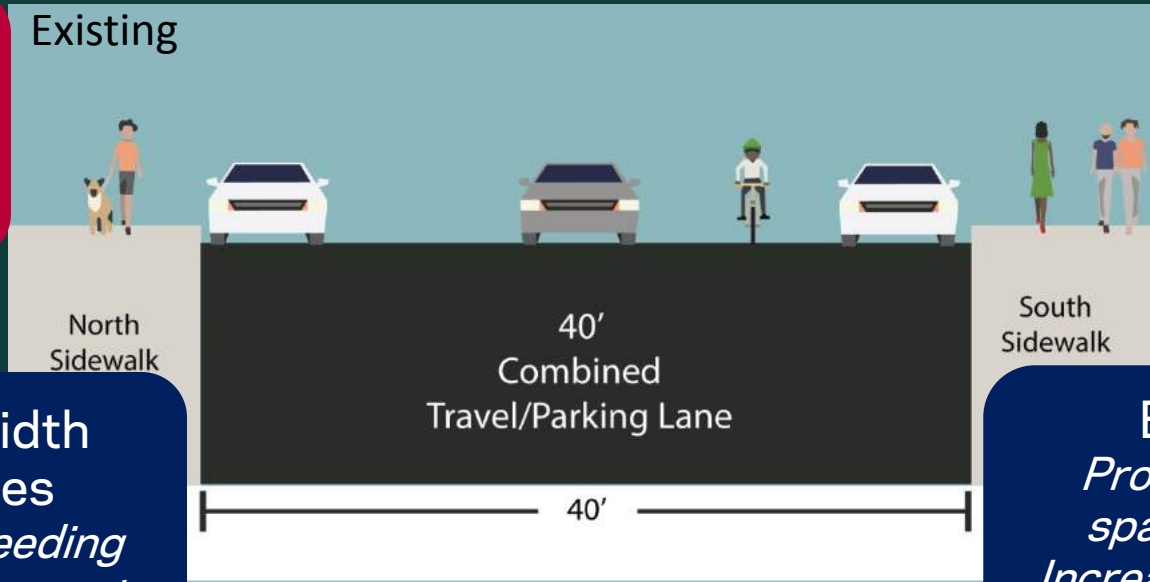
*Bike Lanes
Provide dedicated
space for cyclists
Increase
predictability of
cyclist location*



Proposed Design

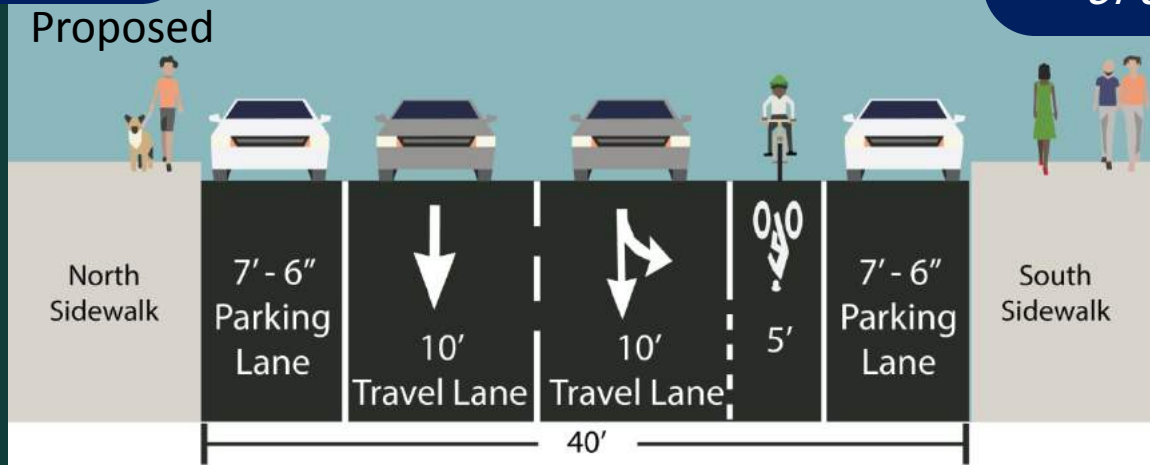
85th Street at 5th Avenue

*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 77TH & E 78TH Streets



Central Park Entrance

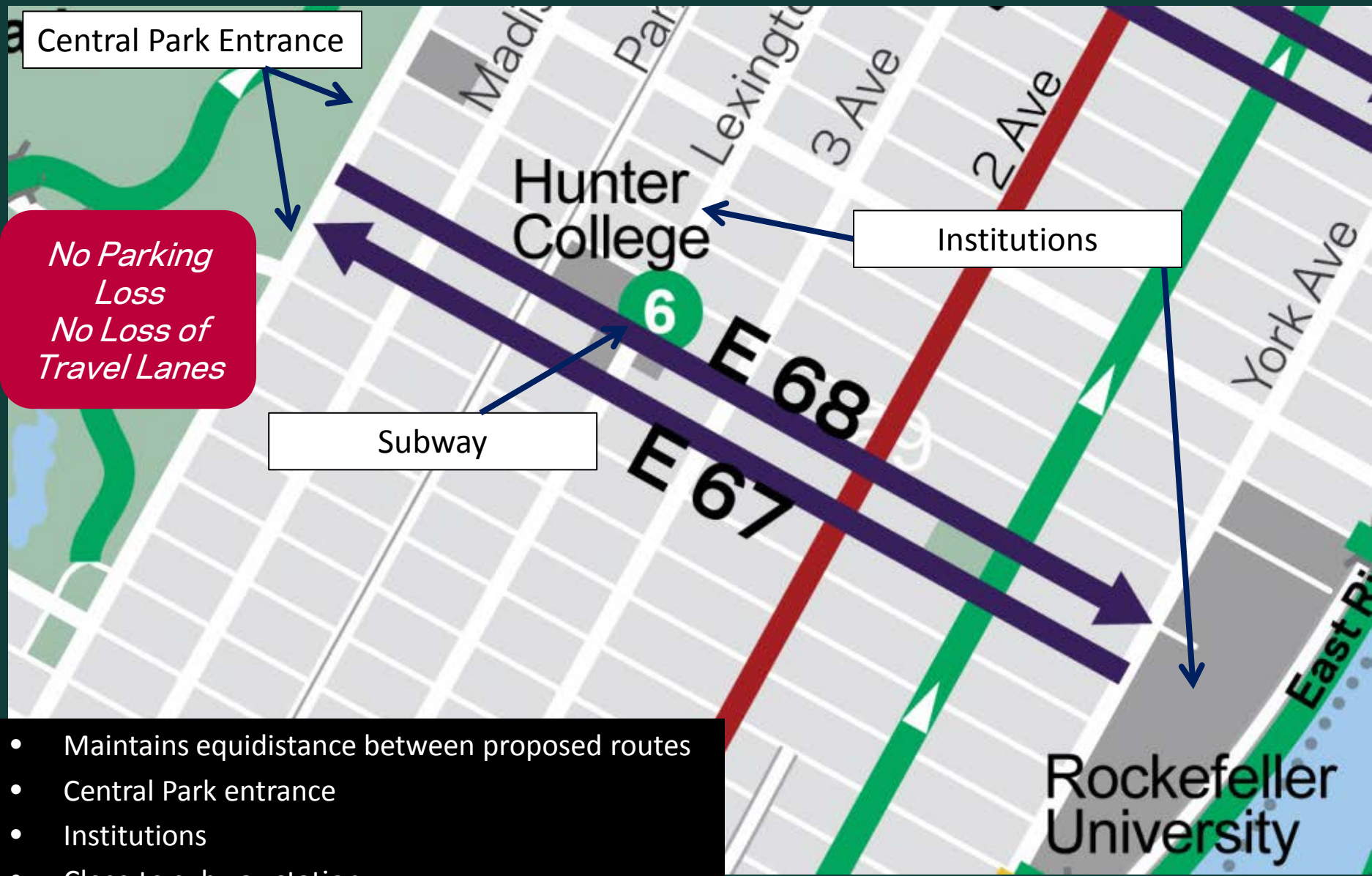
Subway

*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 67TH & E 68TH Streets



Central Park Entrance

*No Parking
Loss
No Loss of
Travel Lanes*

Subway

Hunter
College

Institutions

E 67
E 68

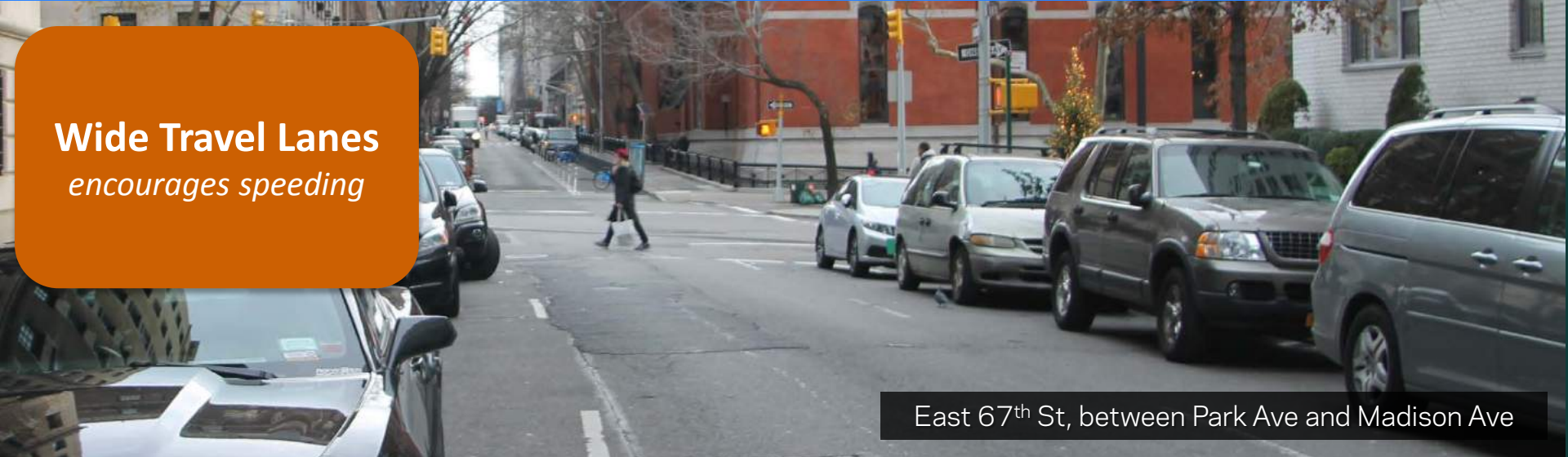
Rockefeller
University

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

Crosstown Routes

Existing Conditions - 85th, 84th, 78th, 77th, 68th, 67th Streets

Wide Travel Lanes
encourages speeding



East 67th St, between Park Ave and Madison Ave

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



East 84th St, between Lexington Ave and 3rd Ave

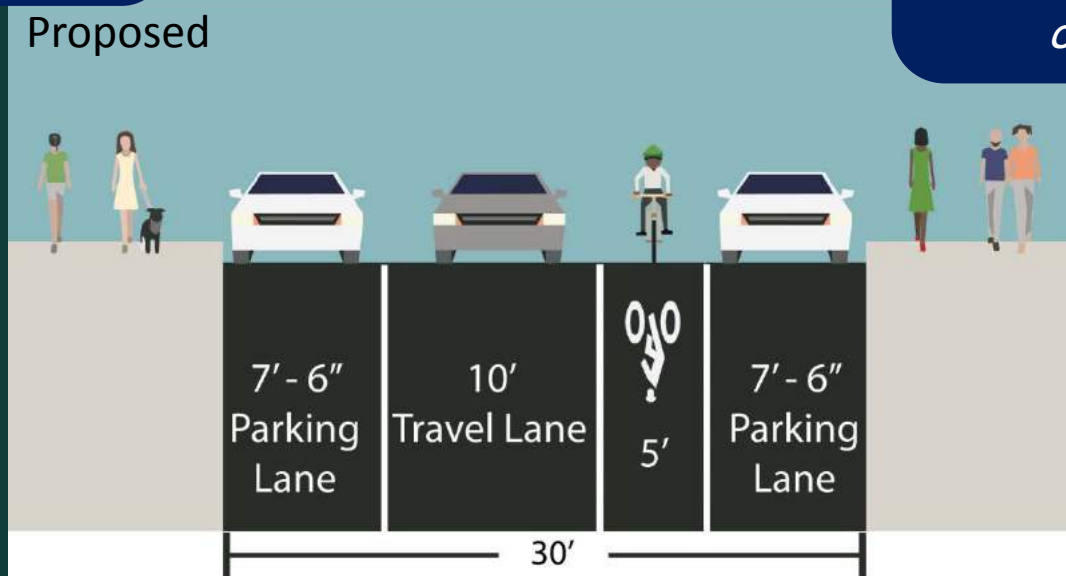
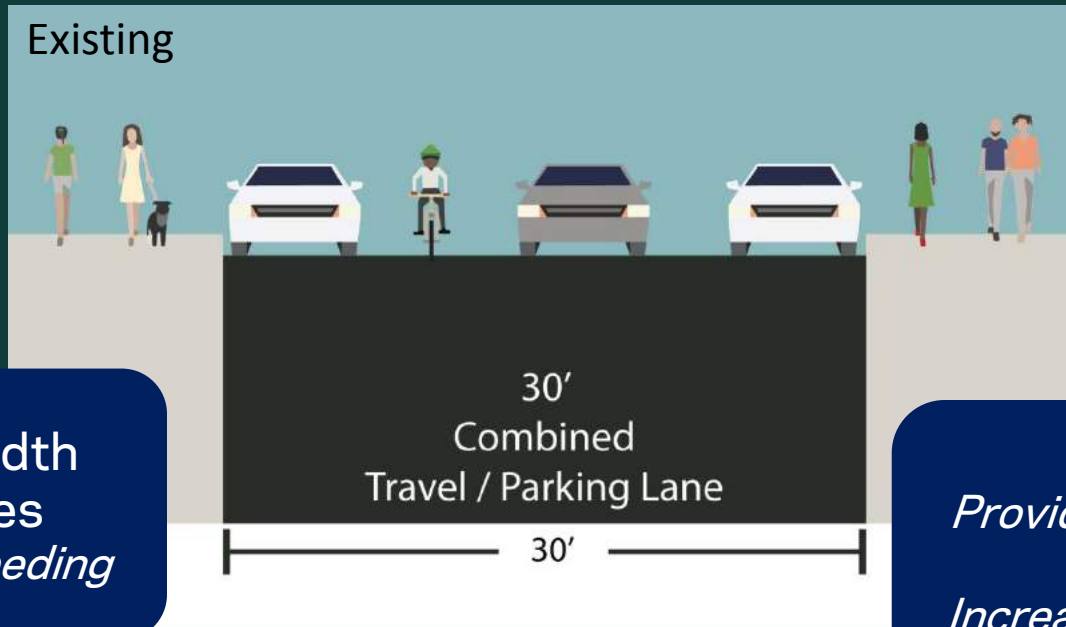
Crosstown Routes

Proposed Design- 85th, 84th, 78th, 77th, 68th, 67th 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- *85th, 84th, 78th, 77th, 68th, 67th Streets*



54th St, Manhattan

Hospitals on Bike Routes

Manhattan

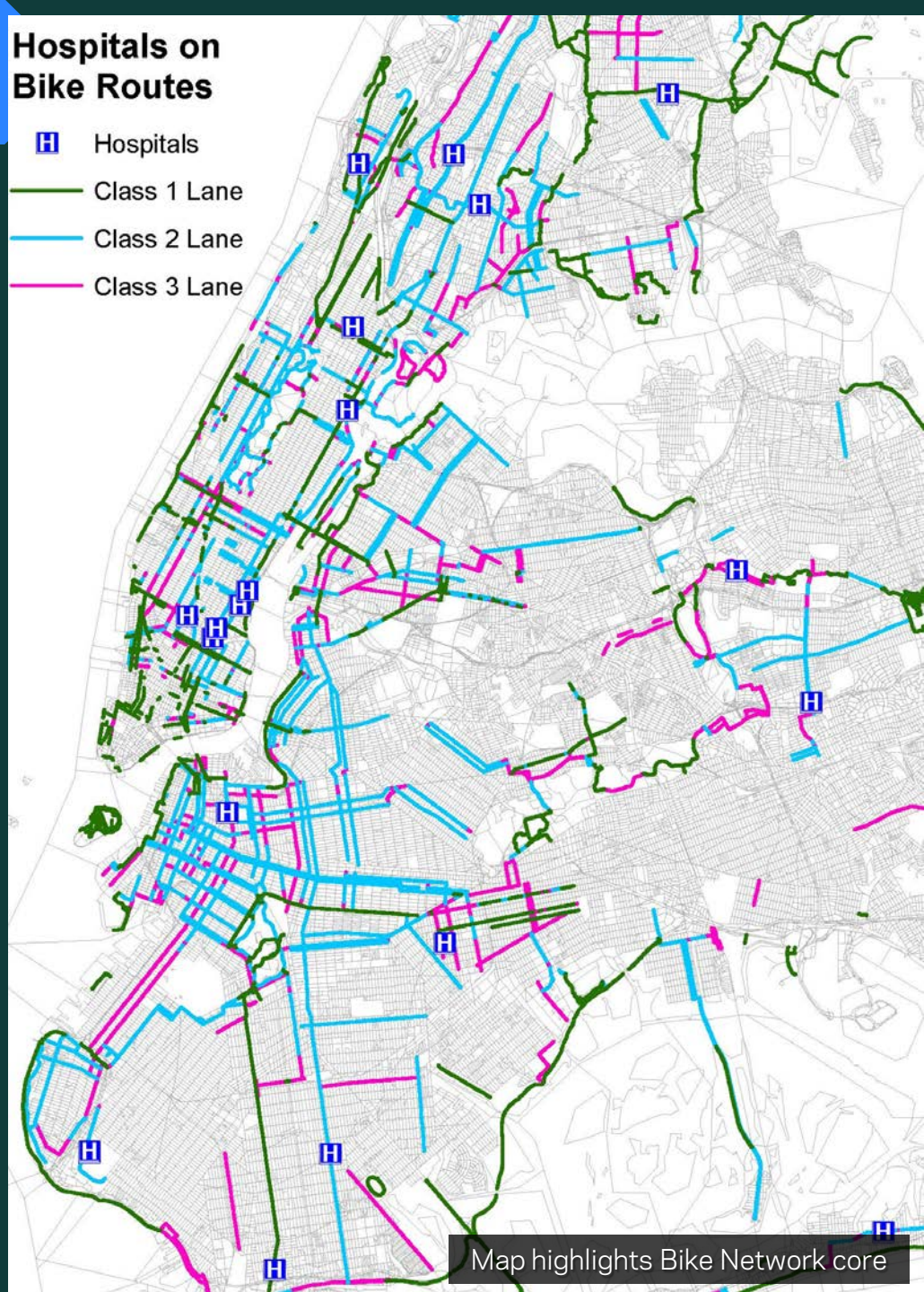
- 8 Hospitals

Outer Boroughs

- 10 Hospitals

Hospitals on Bike Routes

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



Brooklyn Hospital Center - Ashland Pl

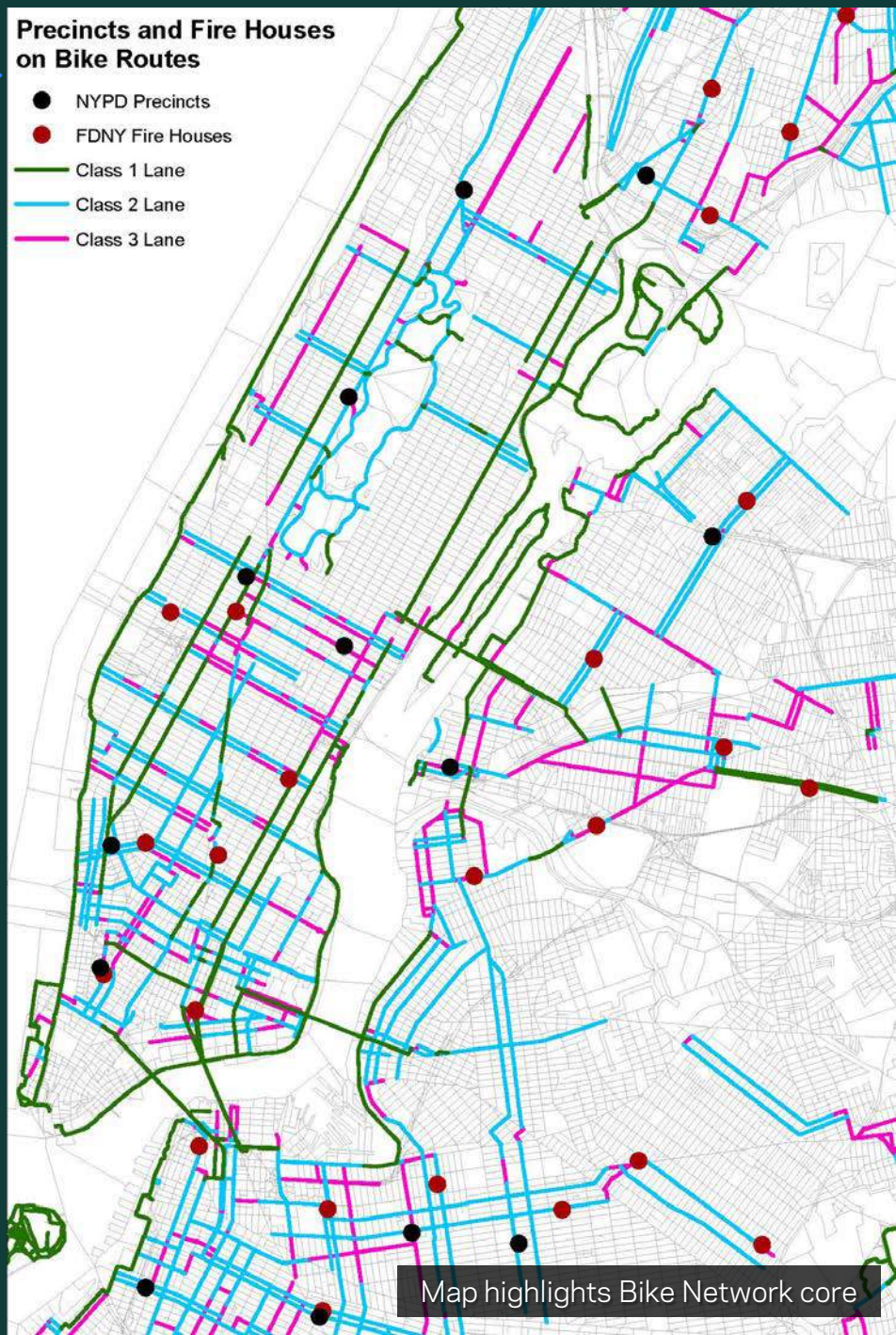
Bronx Lebanon Hospital - Grand Concourse

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

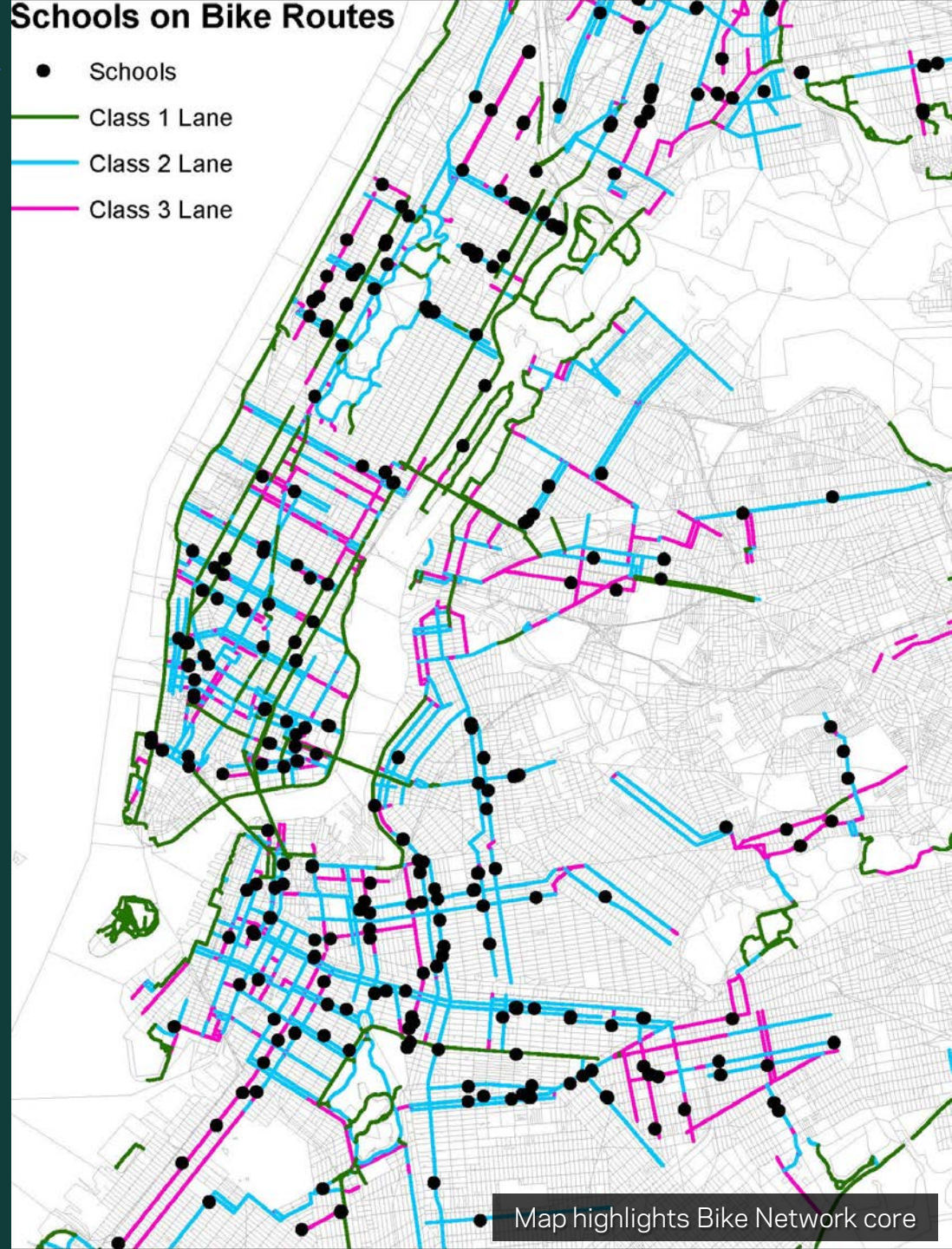
- 85 Public & Private Schools

Outer Boroughs

- 397 Public & Private Schools

Schools on Bike Routes

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



Public School 11 - W 21st St, MN

Map highlights Bike Network core

Bike Routes on Bus Routes

Bike Infrastructure

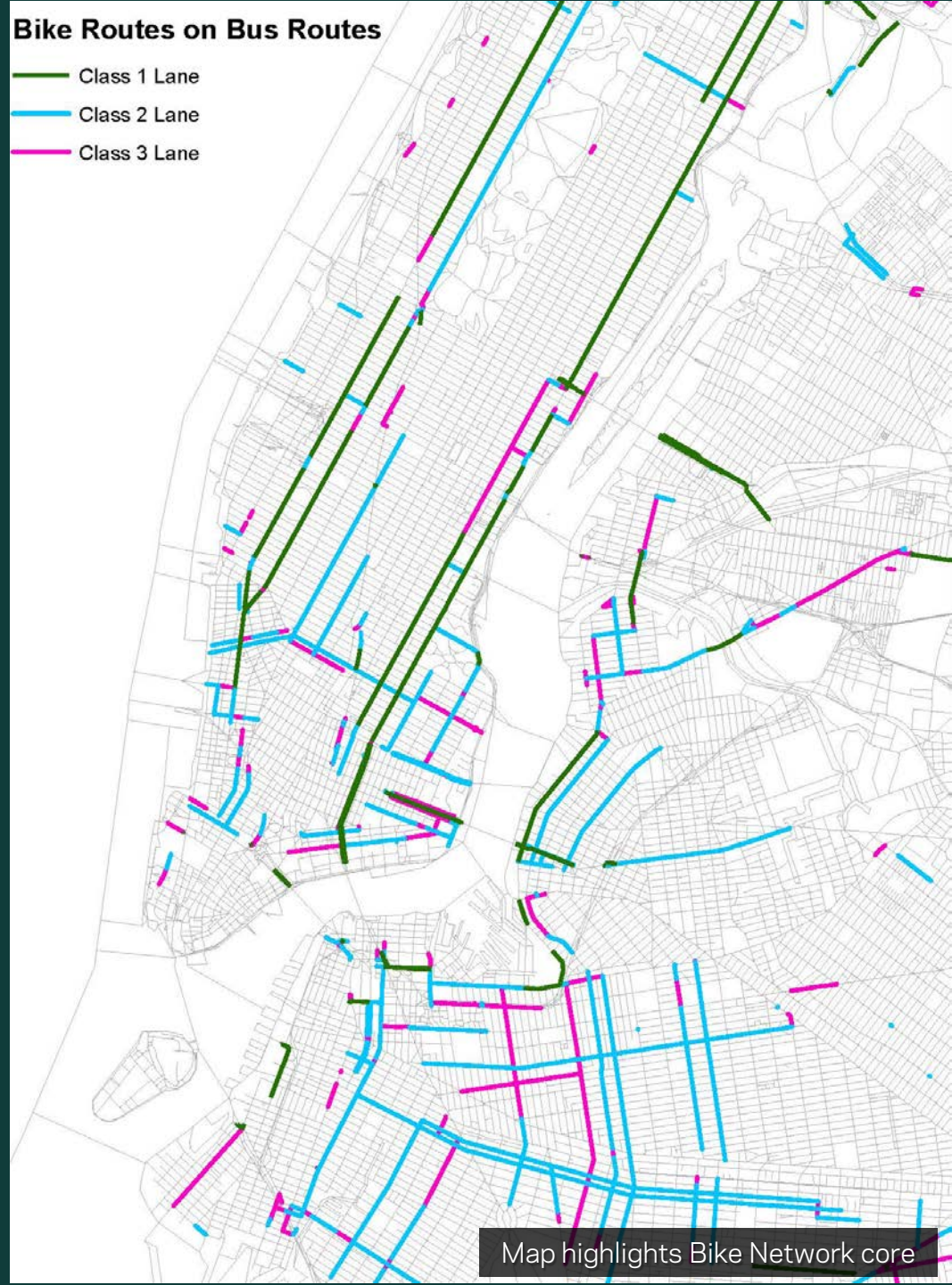
- 174 Bus Routes overlap with a bike route



W 43rd St - M34 Bus

Bike Routes on Bus Routes

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



Map highlights Bike Network core

Summary/Benefits



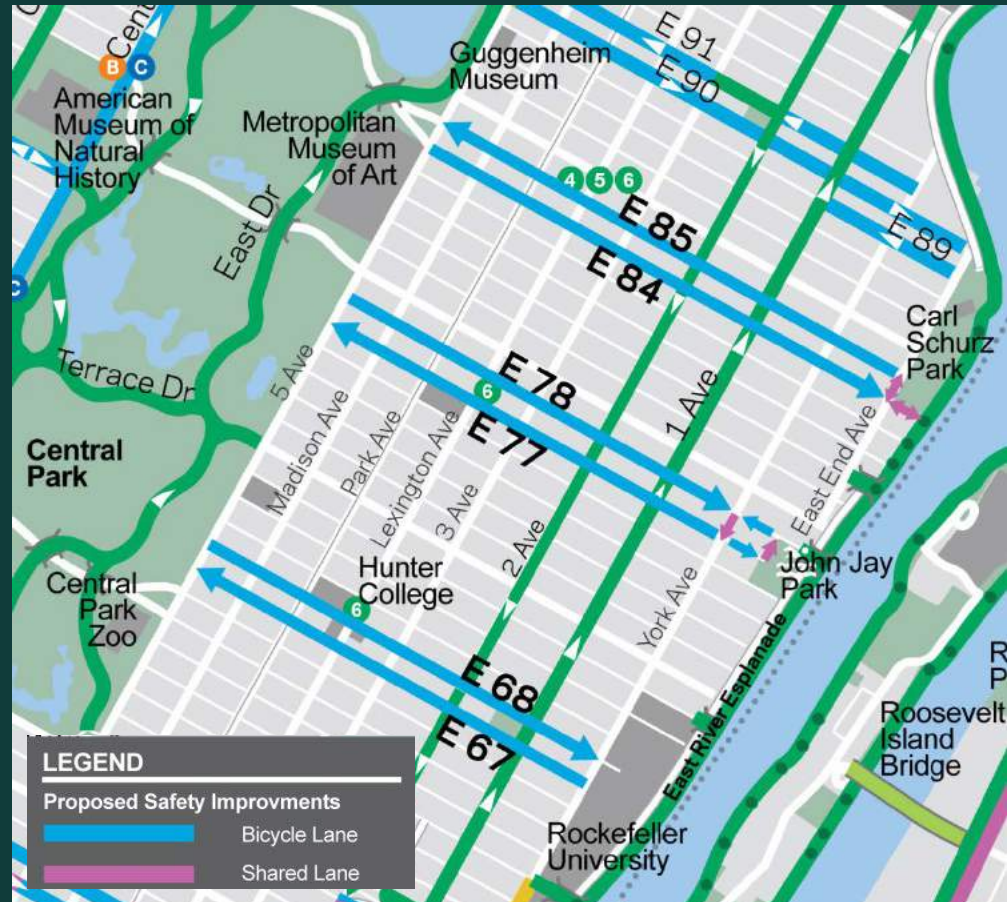
E 85th St, Between 3rd Ave and 2nd Ave

(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 1st 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:



Commercial bicyclists must:



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 6 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.



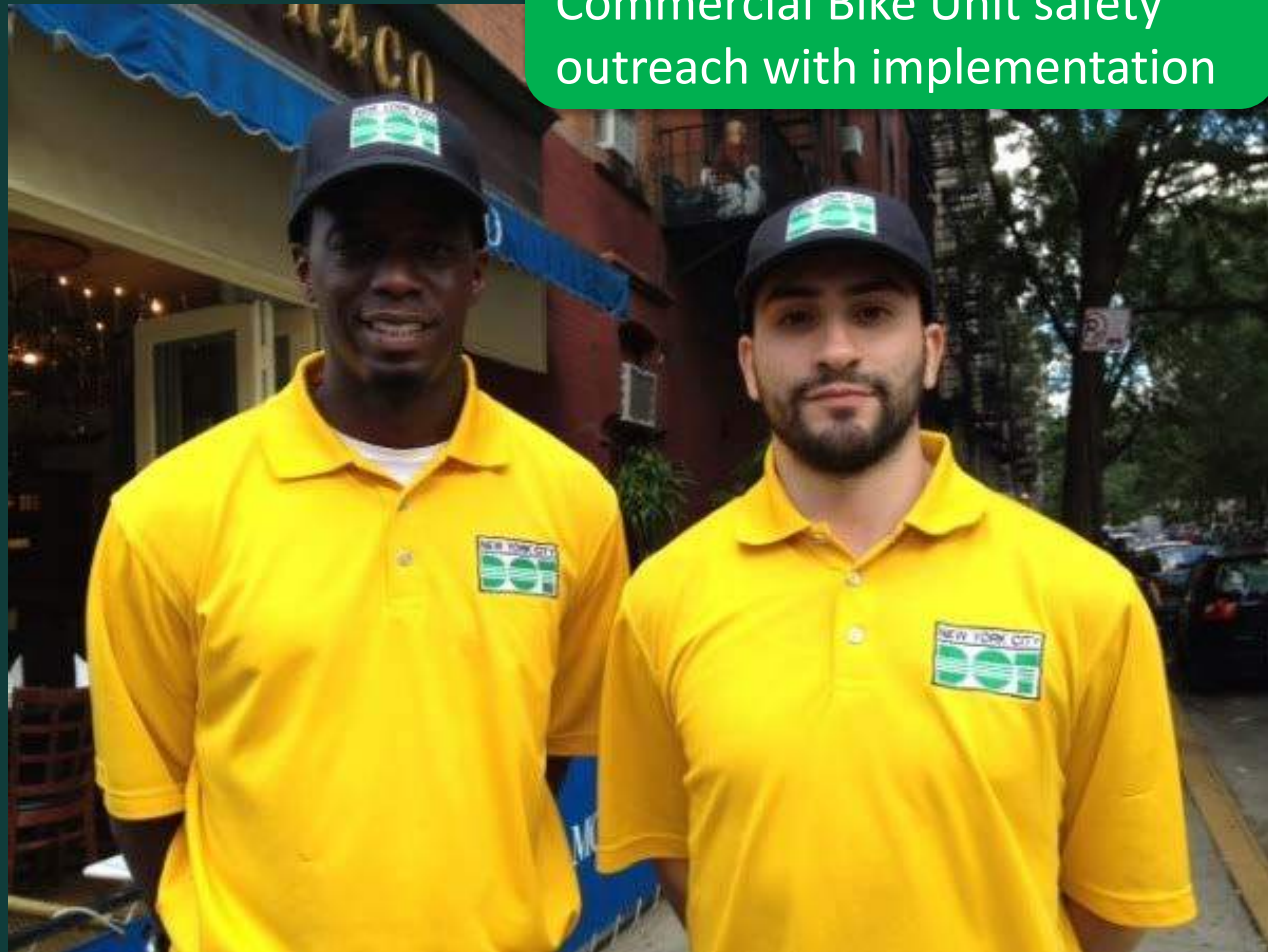
Make available at the site a roster to include each cyclist's:

- 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

APRIL 2013



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

Questions?

**Thank
You**

nyc.gov/dot