E 106 St to Randall’s Island
Street Safety and Improved Access
Background information on area surrounding E106th Main 2-way vehicle thoroughfares: 125, 116, 106, 96. Big recreational spaces here: CP, GW/waterfront, RI. Today we'll be looking at the potential connections between them. This is timely because there have been recent improvements to sports fields & paths on RI, as well as some connections to the island. (103rd St bridge recently reopened, connection to BX planned). Vehicles use RI as a travel hub because it connects Mn Qns & BX, walkers & cyclists do as well. There is potential to improve facilities & way finding for these travelers.
Central Park to Randall’s Island
Background – Neighborhood Context

Open Space
• Central Park
• Waterfront/Greenway
• Randall’s Island
  • Over 50% of total MN playing fields

Limited 2-way through streets
• E 116 St
• E 106 St
• E 96 St
Issues we'd like to address today include:

1. Finding Randall's Island Access to RI parks paths & fields is hidden from neighborhood, the bridge there is called the 103rd bridge. But there's not 103rd here! This recreational space is underused by people who live close enough to walk or bike there.

2. E 106 St: Critical Corridor It's the best potential connection, but currently not a complete street (is not optimally designed for a wide range of users). Especially important considering the density and range of people who need to use it daily.

3. Inter-borough Connections Gaps in overall network
Issue #1
Finding Randall’s Island

To start off on issue 1, the parks and fields of RI & waterfront path are hidden from the neighborhood. Here, we are looking east on 1 Av, tucked away at the end of the block is the 103 St bridge, with pedestrian & bike access to greenway & RI, but you can't tell without going down the block – single sign at the far curb. There's an opportunity to tie this connection into network, give a visual cue that there is something back there.
1. Finding Randall’s Island  
Existing Conditions

No inviting, efficient east-west route for walking or cycling
- One-way streets
- Super blocks
- Park Av Viaduct

E 106 is the only street that connects Central Park to Randall’s Island

Central Park

Randall’s Island

103 St Bridge
1. Finding Randall's Island
Proposed Improvements

- Create a gateway at E 102 St & 1 Av
  - Highlights route to bridge
  - New bike lane
  - Provides additional pedestrian space

- Capitalize on E106 St as a through connection

- Introduce new 2-way path along FDR service road
  - Connect 106 St to bridge access

- No parking loss
1. Finding Randall’s Island
Proposed Improvements – Detail

E 102 St & 1 Av

- Visual cue along path to 103 St bridge
- Shorten crossing
- Off-street connections to 103 St Bridge

E 106 St, FDR Svc Rd & sidewalk

- Create bike-ped friendly access to bridge via 106 St
- New 2-way path expands access to 103 St Bridge
106 St: Critical Corridor

Many destinations with a wide range of users

- High density housing
- Hospitals
- Schools
- Senior safety area

Issue #2

Between 5Av & Madison Av

Between Park Av & Lexington Av

Entrance to Central Park
Mayor, Bill de Blasio’s new citywide directive

Goal:
Vision Zero is a plan to systematically address and eliminate preventable traffic crashes

Tools:
• Law Enforcement
• Legislation
• Street Design
• Public Dialogue

www.nyc.gov/html/visionzero
Corridor

- 4 travel lanes
- Curb side Parking
- Low volumes:
  - WB AM Peak 409
  - PM Peak 500
  - EB AM Peak 315
  - PM Peak 368
- High crash corridor 27.1 KSI
- Ranks in top 1/3 of Manhattan corridors
2. 106 St: Critical Corridor
Existing Conditions

Intersection

- Long crossing – 60ft
- Drivers take advantage of wide roadway
- Illegal double right turns
Our proposed solutions address these problems in 2 ways:

**Corridor improvements**
- Convert 4 lanes to 2 travel lanes + left turn pockets
  - Striped center median/turn bay
  - Bike Lanes
  - Provide options for all users – from 5 Av to FDR Svc Rd

**Intersection improvements**
- Safe place to wait
- Crossings shortened to 25ft

**PROPOSED**

**North Sidewalk**
- 9’ Parking Lane
- 5’ Moving Lane
- 11’ Turn Bay/Flush Median
- 11’ Moving Lane
- 5’ Parking Lane

**South Sidewalk**

**E 106 St**

**3 Av & E 106 St**

**Pedestrian Refuge Islands**
- 3 Av & 2 Av
  - Increase visibility for pedestrians & drivers
  - Remedy illegal double right turns
  - Tighter radius forces cars to slow
FDR Svc Rd to Park Av (typical)
Park Av Viaduct
Proposed plan organizes travel lanes through tunnel
Madison Av to 5 Av
Proposed plan leaves existing hospital parking
The final issue we'd like to address looks at the whole neighborhood-wide network, where potential connections are unclear. To illustrate this, as an example, a look at the current bike map shows that there are gaps in this area. As addressed, direct east-west travel routes are not obvious. The 103rd Street bridge is hidden. An at-grade connection to the Bronx is planned, but not yet completed. A few wayfinding improvements on RI have helped guide people who run, walk, and cycle here—because it is a 3-borough hub. But the connections are not obvious.
3. Unclear Connections
Proposed Improvements

- Wayfinding signage
- Street markings
- Roadway organization

Reveal recreational & commuting opportunities
Central Park to Randall’s Island
Summary - Proposed Improvements

1.) Finding Randall’s Island
   Highlight access to hidden 103 St Bridge

2.) E 106th St: Create Complete Street
   Connects Central Park to RI & Greenway
   Improved design serves wider range of users

3.) Clarify Connections
   Reveal recreational & commuting networks with signage & visual cues