AVENUE C: UPGRADERS & PROTECTED BIKE LANES
East Houston Street to East 18th Street
Presented to Manhattan Community Board 3
April 13, 2021
1. Background

2. Summary of Proposal

3. Business Surveys & Outreach

4. Making it Work

5. Summary
Background
2021 DOT Initiatives in Community District 3

Avenue C: Bicycle Lane Upgrades
- Upgrades to existing conventional bicycle lanes & safe comfortable north-south route during East River Park closure (ESCR)
- November 2020 CB 3 Presentation – Request for additional information on loading, restaurants
- Winter 2021 Business Outreach along corridor, design development
- April 2021 CB 3 Presentation – Follow-up
- Spring/Summer 2021 Implementation
  - Pre-implementation outreach to businesses & outdoor restaurants

Lower East Side Bus Priority
- DOT is developing a proposal to increase bus priority along the Lower East Side branches of the M14A/D Select Bus Service
- Builds on 14th Street Busway
- DOT plans to present proposal to CB 3 in the coming months
- Bike team has coordinated on this project, Ave C project includes turn lanes to improve efficiency for bus turns

Avenue B Open Street
- Open Streets Initiative started (2020)
- Ongoing discussions about future programmatic and design improvements (2021)
PROJECT LOCATION AND GOALS

Create Protected Bike Lane Connections

- Create **essential protected bike lane connections** to fill in gaps in the protected bike network in the East Village
- Establish a **direct connection to the bike network** at 20th Street and extend the greenway experience to increase cyclist safety and comfort
- Respond to recent requests for a **north-south protected bike lane detour** in the East Village from elected officials and community members during ESCR project

Improve safety for all road users

- **Traffic calming** and enhanced pedestrian crossings
- **Dedicated space for cyclists**, reducing conflicts with vehicle
- **Parking protected or buffered lanes** for cyclists

Green Wave Plan for NYC

- **Citywide Protected Bike Lane Network**
- **Build 30 miles** of protected bicycle lanes **annually**
1. **AVENUE C: East Houston St to East 3rd St**

**Curbside Bicycle Lanes**

- Upgrade existing shared lanes
- Provide dedicated space for cyclists
- Repurpose one parking lane in each direction

**EXISTING**

- 7’ Parking Lane
- 10’ Shared Lane
- 10’ Shared Lane
- 7’ Parking Lane

**PROPOSED**

- 6’ Travel Lane
- 11’ Travel Lane
- 11’ Travel Lane
- 6’
**Proposal**

**2 AVENUE C: East 3rd St to East 10th St**

**Parking-Protected & Curbside Buffered Bicycle Lanes**

- Upgrade existing bicycle lanes
- Separate cyclists from vehicles with parked cars & buffer
- Parking/loading zones accommodated where feasible

**EXISTING**

- 7' Parking Lane
- 5' Travel Lane
- 10' Travel Lane
- 10' Travel Lane
- 5' Parking Lane

**PROPOSED**

- 6' Bicycle Lane
- 12' Travel Lane
- 11' Travel Lane
- 8' Parking Lane

- 3' Buffer
- 4' Buffer

**Design for blocks with bus stops on both curbs**

**Floating parking / loading zone lane alternates with bus stop blocks**
3 AVENUE C: East 10th St to East 13th St

Parking-Protected & Curbside Buffered Bicycle Lanes

- Upgrade existing bicycle lanes
- Separate cyclists from vehicles with parked cars & buffer
- Parking/loading zones accommodated where feasible
- Painted pedestrian islands shorten crossing distances
- New SB left turn bay at 10th St to improve bus travel times

**EXISTING**

**PROPOSED**

Floating parking lane switches sides depending on bus stop locations
 Proposal

4 AVENUE C: East 13th St to East 14th St

Curbside Bicycle Lanes

- Upgrade existing bicycle lanes
- Provide dedicated space for cyclists
- New NB left turn bay at 14th St to improve bus travel times

EXISTING

PROPOSED

West curb design transitions to floating parking & pedestrian island at southern end
AVENUE C - BIKE LANE DESIGN OVERVIEW

Legend
- Delineator-Protected Bike Lane
- Parking-Protected Bike Lane
- Curbside & Curbside Buffered Lane
- Bus Stop
Business Surveys & Outreach
26 businesses along Avenue C were surveyed about their operations & deliveries. DOT used this data for a loading zone plan:

- Delivery operations: incoming & outgoing deliveries
- Incoming (receiving) deliveries in a typical day
- Vehicle size & estimated delivery schedule
- Blocks w/highest reported loading activity along curb
- Delivery / customer hours windows
- Delivery Vehicle parking locations
- Double parking frequency
DELIVERY OPERATIONS – INCOMING & OUTGOING DELIVERIES

How most businesses conduct their delivery operation:

- Majority (88%) of Ave C businesses do not have any control when deliveries arrive.
- Most Incoming (business receiving) deliveries are typically coordinated/delivered by third-party private vendors.
- Nearly half (45%) of Ave C businesses said they deliver to customers; about 70% deliver them using a bicycle.

Who delivers your business’ merchandise/product?

- 71% (20) Private vendor/supplier
- 32% (9) Owner
- 7% (2) My business does not receive any deliveries

Does your business make deliveries to customers?

- Yes: 54% (13) / 46% (11) No

Delivery Vehicle Type:

- Bike: 70% (7)
- Shopping cart: 10% (1)
- Box truck: 10% (1)
- Cargo van: 10% (1)
- Walking: 10% (1)
- Car/minivan/SUV: 10% (1)

Cargo delivery worker riding down on Ave C

A USPS vehicle double parked between E 5th St & E 6th St
DELIVERY OPERATIONS – INCOMING & OUTGOING DELIVERIES

Incoming (Receiving) Deliveries in a Typical Day

“How many separate deliveries of goods/merchandise do you receive in a typical day?”

- Businesses on both sides of the curb can expect at least two deliveries per day on typical weekday.
- More deliveries are expected on the weekdays versus weekends.
- A high of 16 separate deliveries are expected between E 2nd St and E 3rd St along the west-facing side of the curb.

Utility work being done next to a box truck unloading deliveries (Between E 5th St & E 6th St, Ave C)

Comparison of weekday/weekend deliveries on Ave C along both sides of the curb

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Blocks with empty storefronts/unavailable businesses were excluded from visualization
Data based on 24 responses; 2 skipped
Making It Work
LOADING ZONE PLAN

Loading Regulations:
- **Truck Loading Zones** along Ave C
- **Neighborhood Loading Zones** on the side street block ends (~2-3 spaces per zone)
- **Overnight & weekend parking** maintained at both loading zone regulations

Deliveries frequently result in double parking with current alternate side parking regulations & little turnover

70% of businesses surveyed deliver by bicycle

Legend
- Commercial Loading Zones
  “Truck Loading Mon-Fri, 7am-5pm”
- Neighborhood Loading Zones
  “No Parking Mon-Fri, 8am-6pm”
- Alternate Side Parking
OPEN RESTAURANTS ACCOMMODATIONS

Making It Work

Restaurant seating to relocate to floating parking lane

E 7th St to E 9th St: Maintain existing markings (conventional bike lane) temporarily, where restaurants cannot relocate to floating parking lane
Summary
NEXT STEPS & TIMELINE

Spring / Summer 2021

• Pre-implementation outreach
  • Direct outreach to businesses
  • Coordination with outdoor restaurants
• Begin implementation of Avenue C and East Houston St Protected Bike Lanes
THANK YOU!

Questions?