UES CROSSTOWN PROTECTED BIKE LANES

Presentation by the NYC DOT Bicycle Unit to Manhattan Community Board 8
Presentation Outline

Background
- Bike Network
- Cycling in Numbers
- Greenwave
- Covid-19 Response

Proposal
- Why 61st & 62nd Streets?
- Safety Data
- Proposals

Making It Work
- What we heard

Summary
Background
Protected Bike Lanes: north/south

- 1st & 2nd Avenues provide 20 miles of continuous, north/south protected bike lanes connection between Brooklyn, Manhattan, and the Bronx

Conventional Bike Lanes: east/west

- Conventional lanes installed on 70th & 71st, 77th & 78th, 90th & 91st Streets
- No bike facilities were installed in the 60s
- No east-west protected lanes north of 52nd & 55th Streets
- CM Kallos request for east-west protected bike lanes
- In 2015 CB 8 passed a resolution asking the DOT to provide a network of crosstown bicycle routes on the UES, using the safest appropriate design
Cycling in Numbers

Cycling Trends:

- **24%** of adult New Yorkers ride a bike regularly
- **15%** of New Yorkers use bike share

Bike trips:

- QBB Path: **6,267** (2020), up from **4,968** (2019)
- 1 Ave at 50 St: **5,447** (2020), up from **3,606** (2019)
- 2 Ave at 50 St: **6,478** (2020), up from **3,855** (2019)

Citi Bike:

- **408,028** Citi Bike trips in CB 8 (Q3 2020), up from **364,621** in Q3 2019

Critical Worker Program:

Initiated in March 2020 in response to Covid-19 provides a free month membership to frontline workers including first-responders, healthcare, and transit workforce.

- Over **840,000 trips** taken by **19,200 members** (about 5% of all trips)
Analysis of fatalities key factors (2014-Present):
- 60% of fatalities happened at intersections; 23% involved a vehicle turn; 16% involved a driver’s failure to yield the right of way
- Nearly 90% of fatalities happened on streets without bike lanes

Citywide Protected Bicycle Lane (PBL) Network
- Build 30 miles of protected bicycle lane annually, guided by a PBL vision document.

Better Design:
- Implement new design standards based on national & international best practices to enhance safety at intersections.
- Continue piloting new designs with rigorous safety analysis

Education and Outreach:
- Launch next phase of Vision Zero public awareness campaign, educating drivers with a focus on cyclist safety — and expand the “Get There” bicycle encouragement/rules of the road campaign
- Educate all street users about safe truck operation on city streets
- Increase helmet giveaways and helmet use encouragement.
Background

Covid-19 Response

Rethinking NYC streets:
During the pandemic, NYC found creative ways to rethink and reshape how it used its public space. That includes the creation of Temporary Bike Lanes, Open Streets, Open Restaurants, and Outdoor Learning.

14+ miles of Temporary Bike Lanes
83 miles of Car-free Open Streets
10,800+ Open Restaurants
170+ Outdoor Learning sites
In response to Covid-19, the mayor announced the implementation of temporary bike lanes along critical connectors from already-established protected lanes.

**Timeline:**
- **June:** Mayor De Blasio announced temporary bike lanes on 61 St & 62 St; DOT informed CB 8, and Elected Officials
- **August:** temporary lanes installed between York and 5 Aves

**Implementation:**
- Quick installation using temporary markings, delineators, barrels and updated curb regulations
- Design changes made to temporary lanes based on field observations and community feedback

**Ongoing Challenges:**
- Temporary lanes meant limited ability for targeted designs
- Continued coordination with NYPD on enforcement
Proposal
Why 61st & 62nd Streets? **Continuity and connectivity to the bike network**

- NYC Council Master Plan mandates broad expansion of protected bike lane network
- DOT’s goal to provide protected crosstown routes every half mile
- Connection to the overall protected bike lane network on the UES, QBB path, Central Park, East River Greenway, and the Queensboro Br
- Avoids bus and truck routes (on 59th St and 60th St)
- Wider blocks east of 2nd Ave accommodate traffic

### Safety Data

**61st St, 62nd Streets, 5th Ave to 1st Ave, 60th St, 1st Ave to York Ave**

*Injury Summary, 2014-2018 (5 years)*

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>117</td>
<td>11</td>
<td>3</td>
<td>14</td>
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<tr>
<td>Bicyclists</td>
<td>40</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>185</td>
<td>9</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>Total</td>
<td>342</td>
<td>24</td>
<td>3</td>
<td>27</td>
</tr>
</tbody>
</table>

#### Fatalities, 01/01/2014 – 12/12/2020: 3

- 342 people have been injured, including 27 severely, and one pedestrian killed in 1.5 miles
- 61st St, 62nd Streets corridors **ranks in the top 10% for killed or severely injured (KSI)** in all of Manhattan
- Since January 2020, **24 cyclists have been killed** citywide

**Vision Zero Priority Area**

- Total Injuries
- Pedestrian Fatalities
Background

Safety Benefits of Protected Bike Lanes

Protected Bike Lanes designs are proven to calm traffic and improve safety for all road users

Protected Bike Lanes
Before and After Crash Data, 2007-2017

Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

- Crashes with Injuries Down 15%
- Motor Vehicle Occupant Injuries Down 15%
- Pedestrian Injuries Down 21%

Multi-agency effort to reduce traffic fatalities and injuries
Typical Proposed Design: 30’ wide

Bike and Pedestrian Facilities:
- Dedicated space for cyclists along the north curb
- Pedestrian safety improvements

Vehicular volumes:
- Update signal timing, install new intersection treatments, and new curb regulations to maximize vehicular flow

Curb management: curb access on the south side of the street
- Update curb regulations to improve curb access
- Targeted regulations for specific uses
- Redesign allows for street cleaning and snow removal
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Proposal

61st and 62nd Streets

Proposed Design: **Rush Hour Lane**

**Existing**
- Capacity: Two moving lanes during peak; excess capacity off-peak
- Loading: Inefficient curb regulations

**Proposed**

Peak Period
- Capacity: Maintain two travel lanes
- Loading: No loading during peak-hours

Off-Peak
- Capacity: Remove one travel lane; add turn lanes
- Loading: Loading allowed

Increase curb access and encourages off-peak loading
Proposal

61st and 62nd Streets: Design Elements

Curbside Buffered Bike Lane

Parking Protected Bike Lane

29th St, MN

52nd St, MN
Proposal

60th Street, 1st Ave to York Ave

Proposed Design: 34’ wide

Proposal:
- Install quick-curb protected two-way bike lane
- Update curb regulations
- Maintains two travel lanes during peak periods
- Connection to East River Greenway

![EXISTING]

- South Curb
- 11’ Travel Lane
- 11’ Rush Hour Lane
- North Curb
- 34’

![PROPOSED]

- South Curb
- 11’ Travel Lane
- 12’ Rush Hour Lane
- North Curb
- 34’

Design Elements: Quick-curb Protected Bike Lane

Crescent St, QN
Proposal

QBB Exit North-South Connection

Existing

Proposed Design: Open the QBB Path Gate

Bike and Pedestrian Facilities:
- Install all-way stop sign
- Remove barriers to allow for ped and bike access
- Install new ped and bike crossings

Pending engineering review.
Proposal

QBB Exit Rd, 60th St to 62nd St: North-South Connection

Proposed Design: Connection to crosstown routes

Bike and Pedestrian Facilities:
- Install new crossing on 61st St at QBB Exit Rd
- Install two-way path on QBB Exit Rd between E 60th St and E 61st St
- Install bike stamps on sidewalk between E 61st St and E 62nd St

Design Elements:

1. Bike stamps
2. Two-way Path
Making It Work
## Proposal

### Making It Work

<table>
<thead>
<tr>
<th>What we heard:</th>
<th>Making It Work:</th>
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</table>
| Bicycle and pedestrian safety improvements | ● Protected bike lanes from the East River Greenway, the QBB, and Central Park  
● Redesign of intersections |

<table>
<thead>
<tr>
<th>Curb access needs</th>
<th>Making It Work:</th>
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</table>
|                   | ● Targeted design to accommodate specific needs such as daycare center, medical facilities, and emergency vehicles  
● Encourage higher turn over, and improve curb access |

<table>
<thead>
<tr>
<th>Traffic flow</th>
<th>Making It Work:</th>
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|              | ● End crosstown lanes at 1st Ave instead of York Ave to accommodate heavier traffic  
● Maintains two travel lanes east of 2nd Ave during peak periods  
● Install standard intersection treatments with permanent materials: dedicated turn lanes, offset crossings, signal timing changes, to improve traffic flow and facilitate enforcement |
Summary of Benefits
Summary of Benefits

**Protected bike lanes benefit all street users:**

<table>
<thead>
<tr>
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<th>Motor Vehicle Occupant Injuries</th>
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<td><strong>Down 15%</strong></td>
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**Reduce conflicts, increases safety**

- **Separate bikes** from moving vehicles - reduce conflicts between bicycles, pedestrians, vehicles, and trucks
- Increase **predictability** of cyclist location for drivers and pedestrians

**Create new neighborhood amenity**

- **Establish direct connections** that expand the existing protected bike lane network
- Create **comfortable** space for cyclists of varied ages and experience levels
- Provide **key routes** in upper Manhattan
- Bike access between Central Park and the East River Greenway