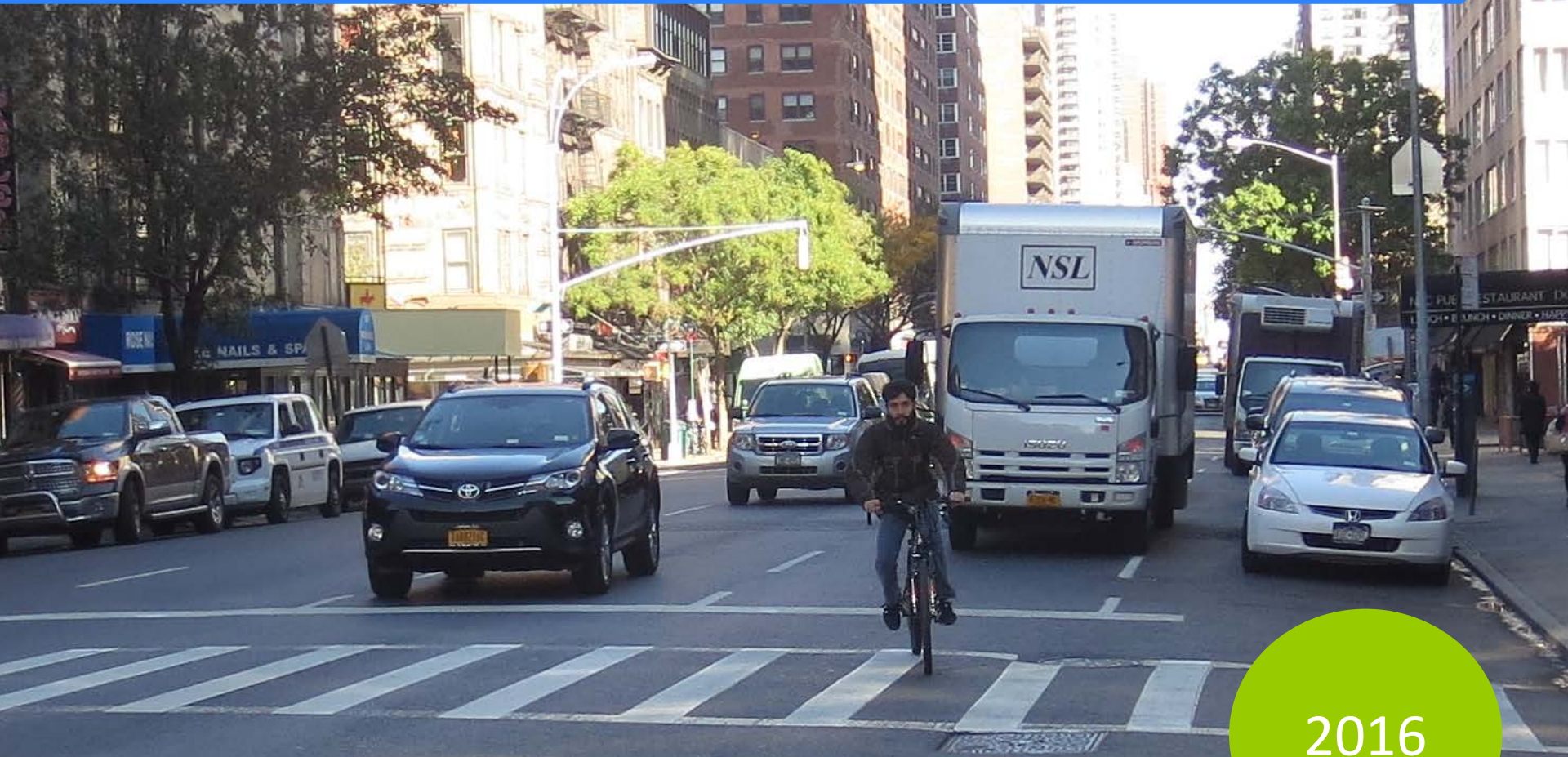


2nd Avenue

Safety and Mobility Improvements

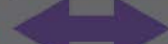


2016

Overview



LEGEND



Proposed Bicycle Route

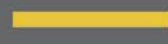
Existing Bicycle Facilities



Protected Bicycle Path



Bicycle Lane



Shared Lane



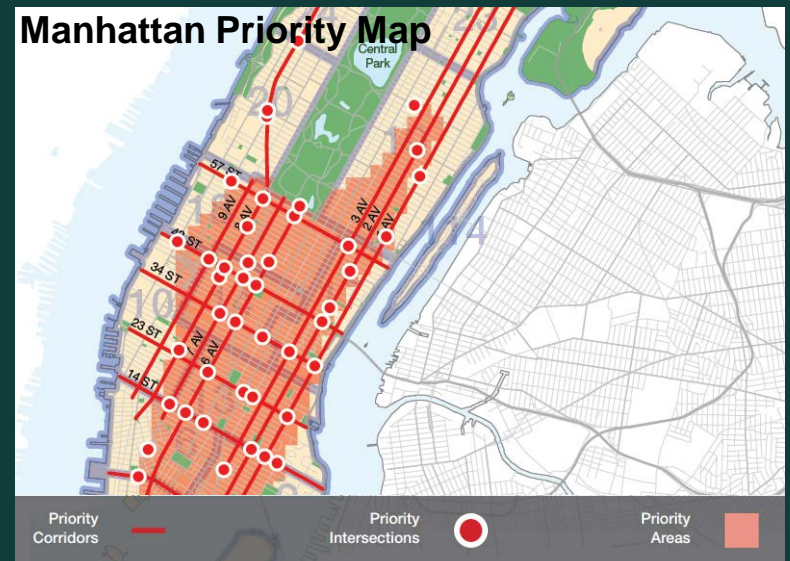
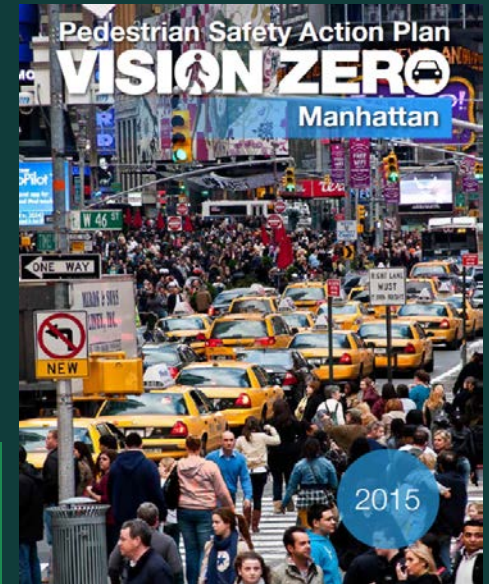
Signed Route

- Background
- Project Benefits
 - Overall Design
 - Left Turn Treatments
- Proposal
 - Design: 59th St to 68th St
 - Design: 68th St to 105th St
- Project Summary

Why 2nd Avenue? Vision Zero Priority Corridor

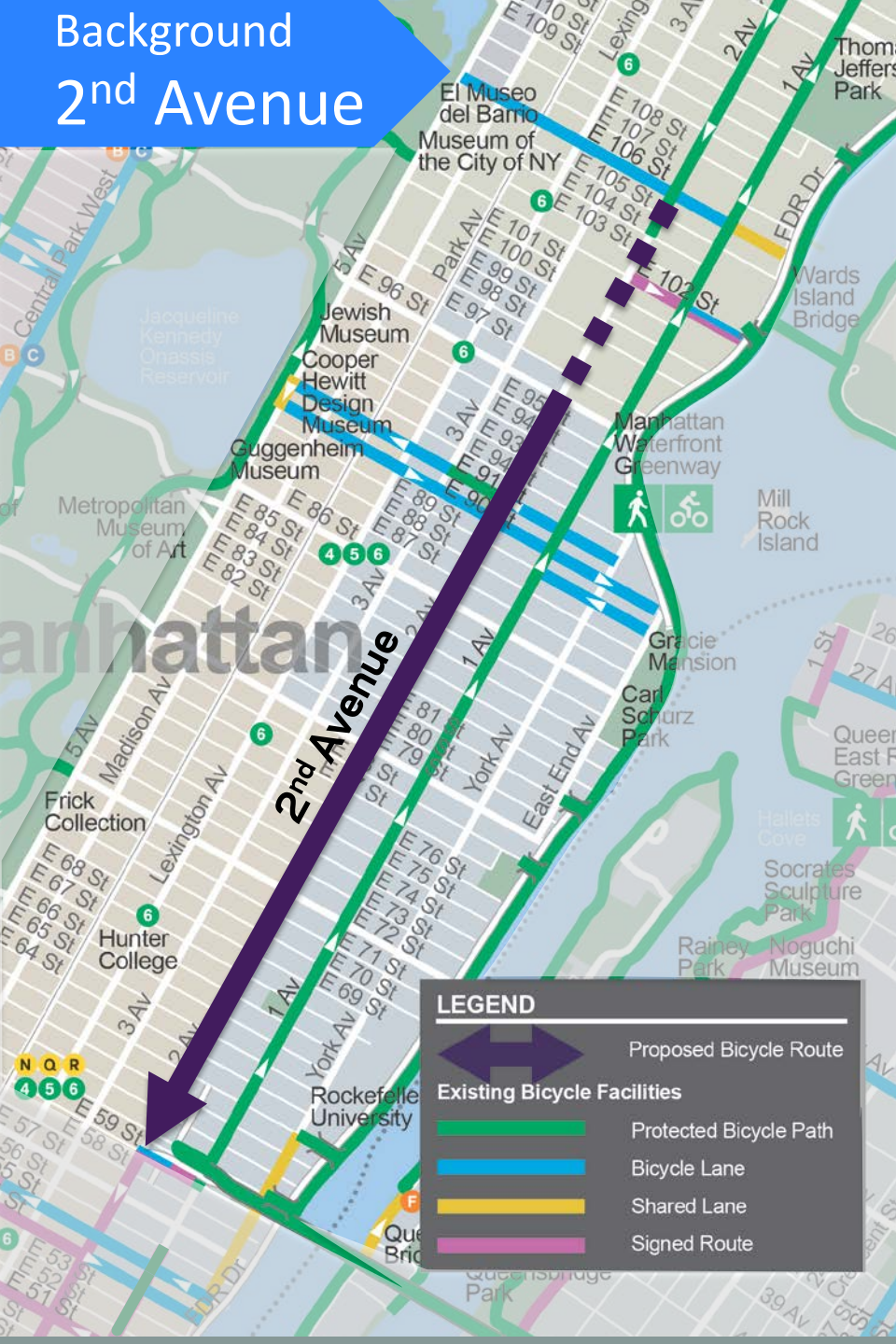
Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough
 - **2nd Ave Priority Corridor**
 - **2nd Ave at E 79th St Priority Intersection**



Background

2nd Avenue



North of 105th St

Existing Protected Bike Lane

Installed 2012

South of 59th St

Existing Bike Route

Installed 2011

105th St to 59th St

Gap in Bike Network

Due to 2nd Ave Subway Construction

Construction activity on Second Avenue will finish in 2016

Background Select Bus Service



Bus Lane Hours

7am – 10am

2pm – 7pm

SBS Stop Locations

96-95th St

87-86th St

79-78th St

68-67th St

Background Citi Bike



Expanded to
E 86th St
in the fall of 2015

Will expand to
E 130th St
by the end of 2017

**219,000 trips either
started or ended in CB 8
through November**

Background Bike Volumes

1st Ave E 85 th to E 86 th St	12-hour Bike Volume
October 2007	297
October 2011	362
October 2015	893

- A three fold increase in cycling on 1st and 2nd Avenues since 2007.

2nd Ave E 87 th to E 86 th St	12-hour Bike Volume
October 2007	314
October 2011	631
October 2015	940

Proposal

Existing Issues

No bike facility

Disorganized
roadway

Long pedestrian
crossing
distances

Disproportionate
scale to
neighborhood



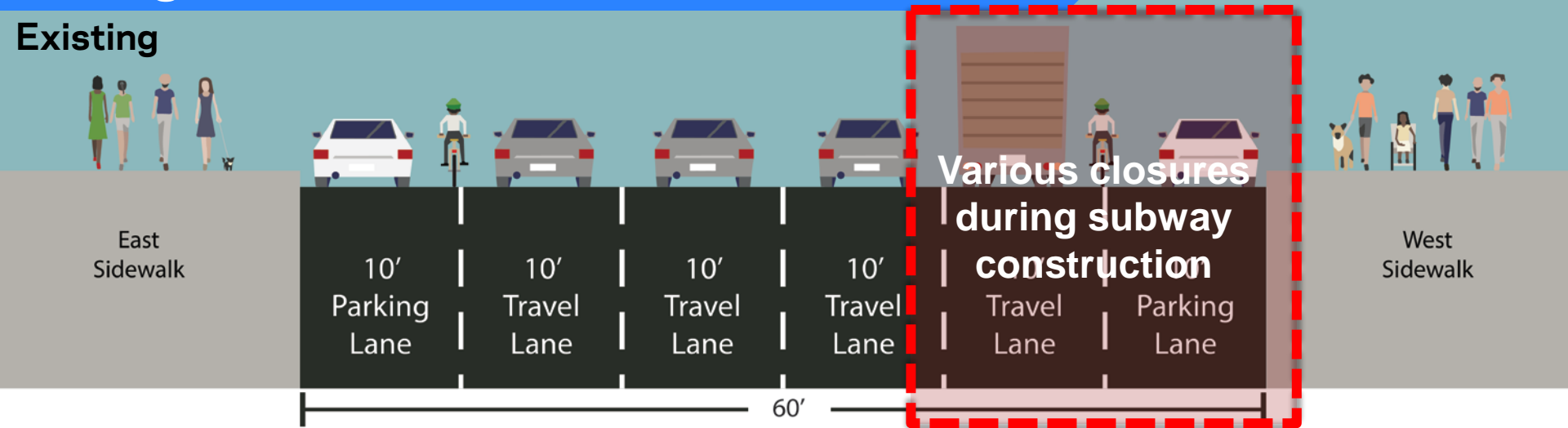
Vision Zero Corridor



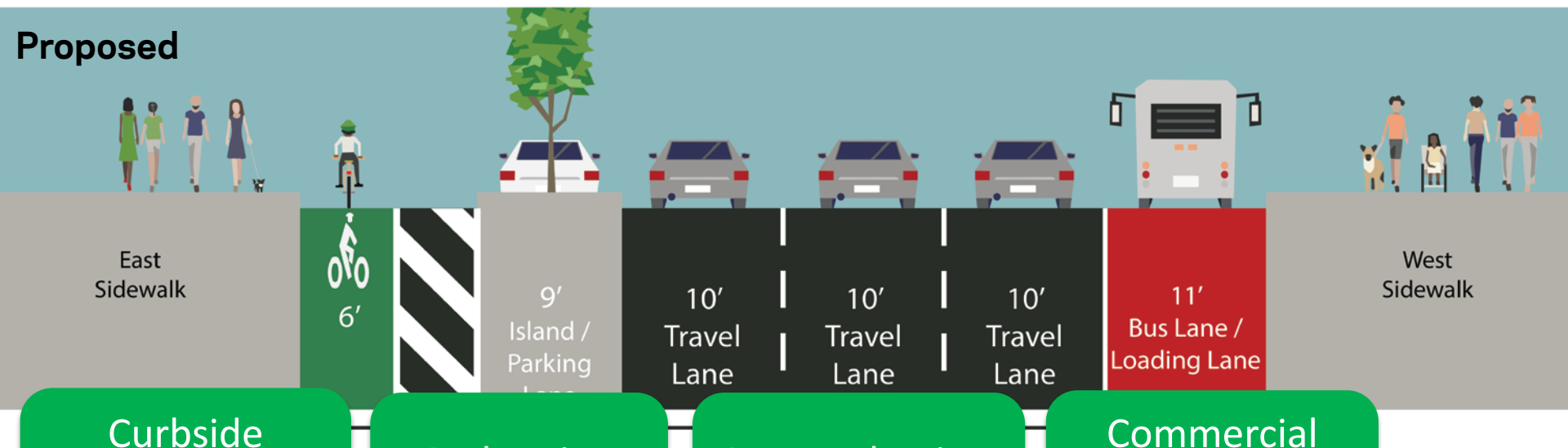
Proposal

Design: 68th St to 69th and 70th to 105th St

Existing



Proposed



Curbside parking protected lane

Pedestrian safety islands

Lane reduction new turn lanes

Commercial loading regulations

Proposal Benefits

Neighborhood
scale design

Traffic
calming

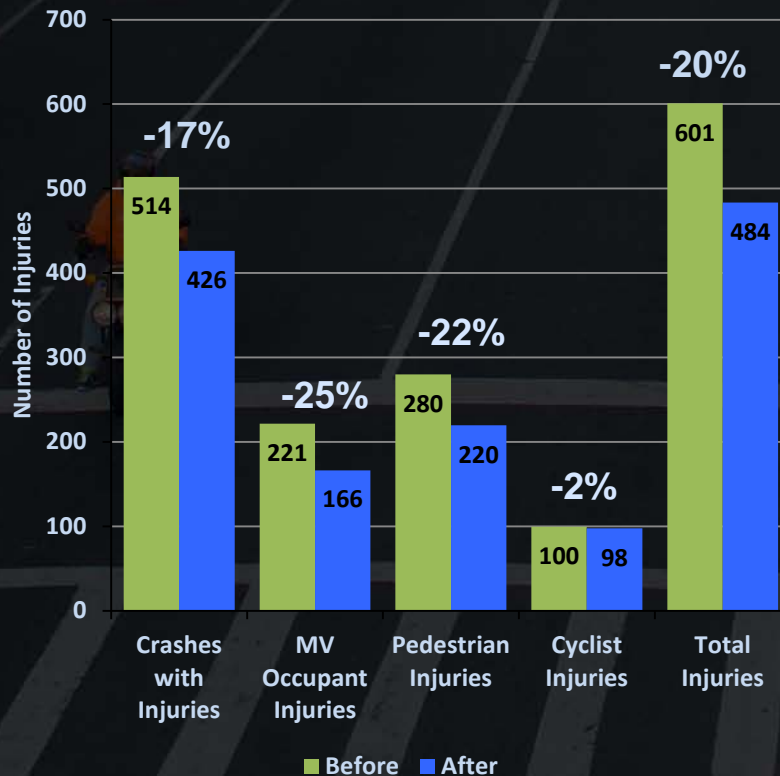
New trees

Reduced crossing distances

Bicycle lane
protected
from traffic

Proposal Benefits

Protected Bicycle Lanes with 3 yrs of After Data: Before vs After



Protected bike lanes improve safety for all street users (pedestrians, cyclists and motorists):

- **Total injuries:**
reduced by 20%
- **Crashes with injuries:**
reduced by 17%
- **Pedestrian injuries:**
reduced by 22%
- **Cyclist injuries:**
show minor improvement even as bicycle volumes have dramatically increased

Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th) Note: Only sections of projects that included protected bicycle lanes were analyzed

Source: NYPD AIS/TAMS Crash Database

Proposal

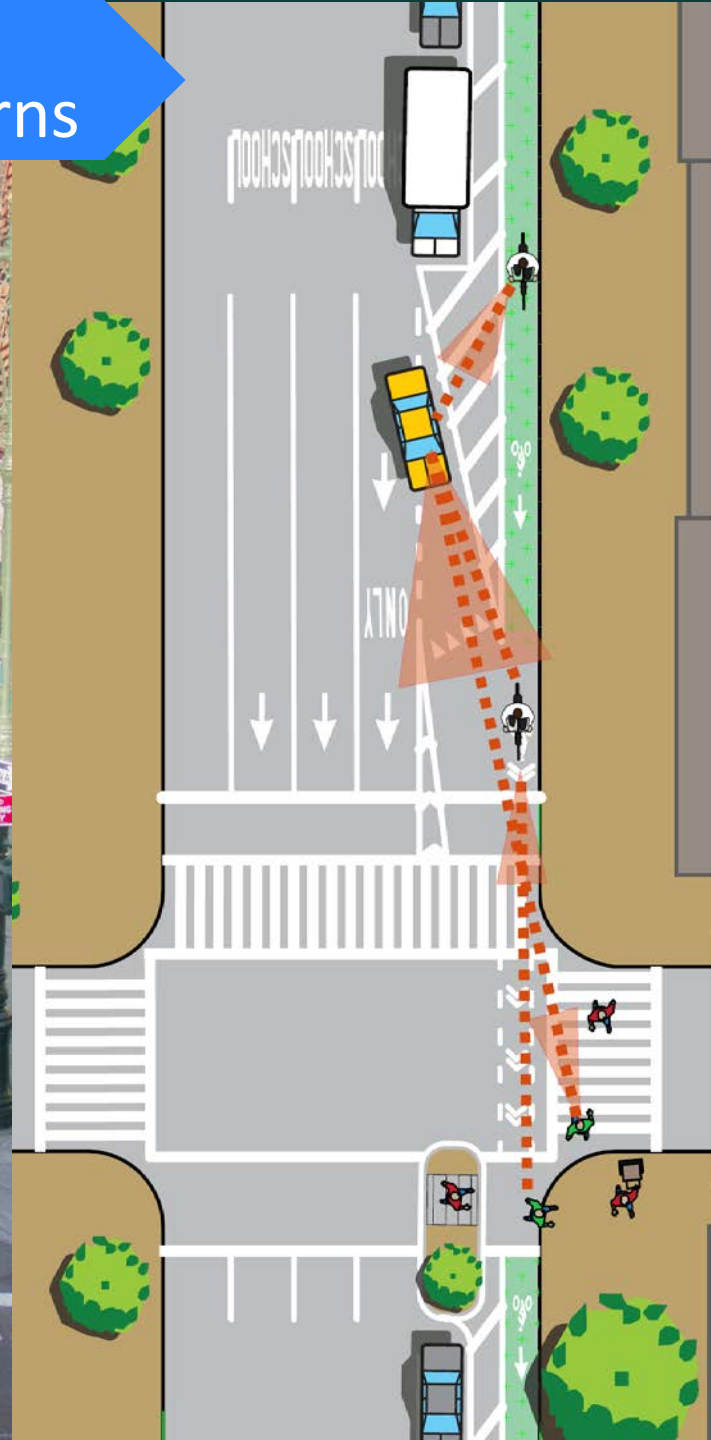
Design: Mixing Zones at 1-way Left Turns

Improves visibility
of cyclists

Provides space to
negotiate conflict

Removes left turns
from through lanes

Creates left turn
vehicle storage

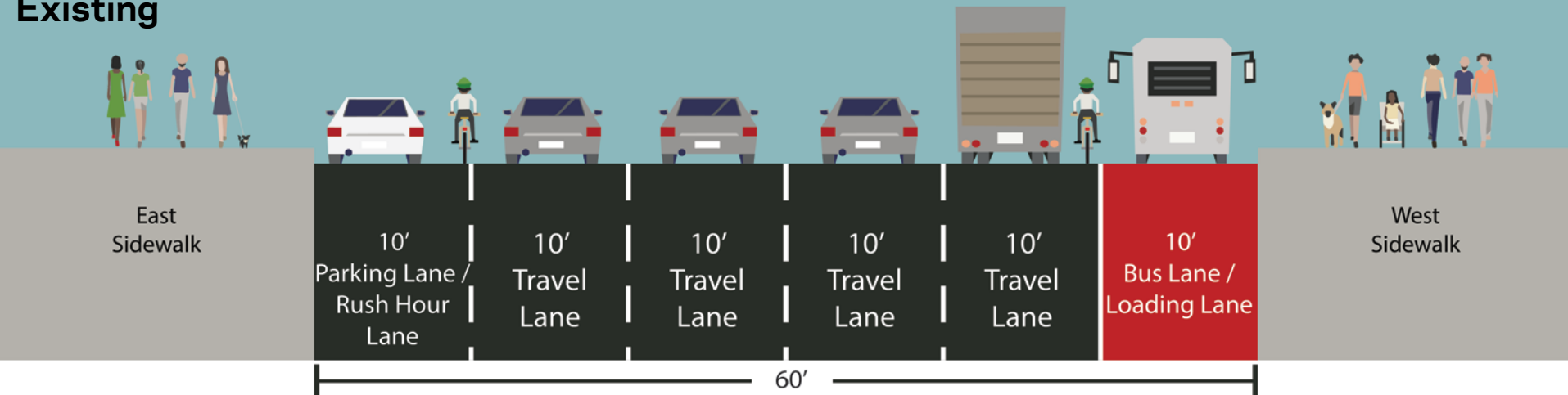


Proposal

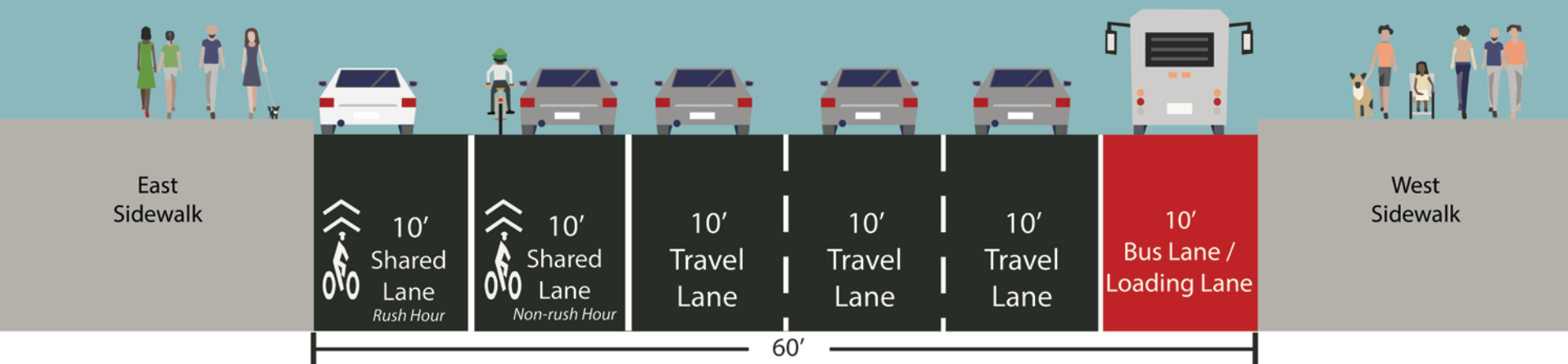
Design: Turn Bays at 2-way Left Turns



Existing



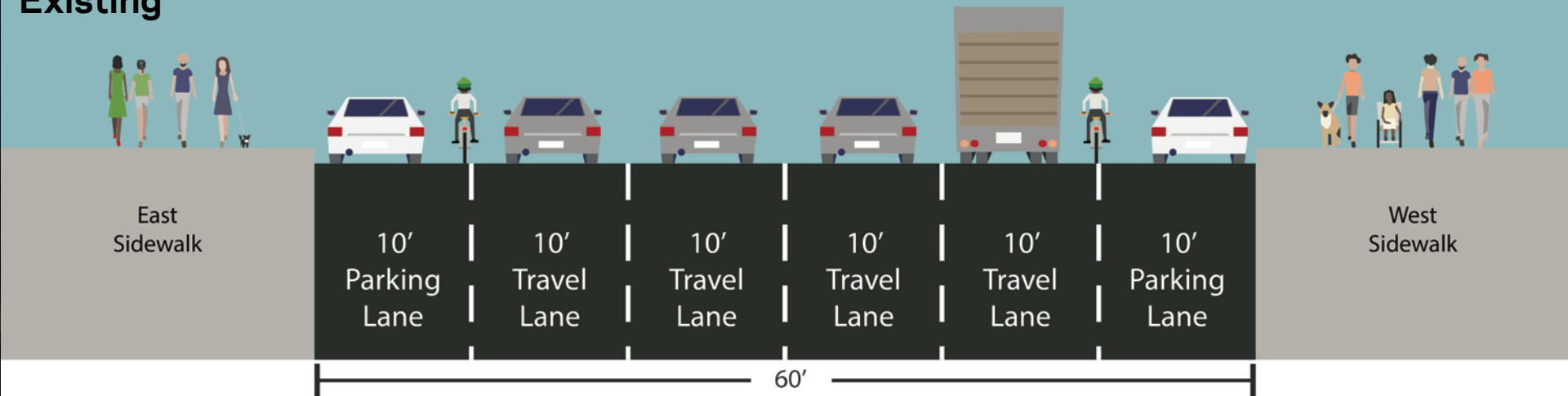
Proposed



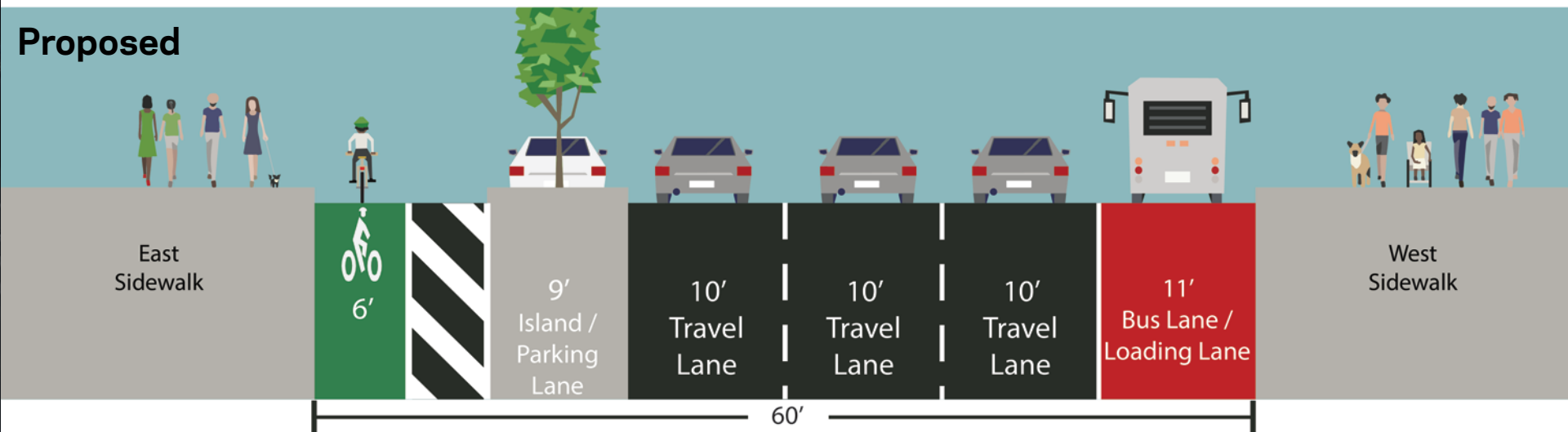
Proposal

Design: 68th St to 69th St

Existing

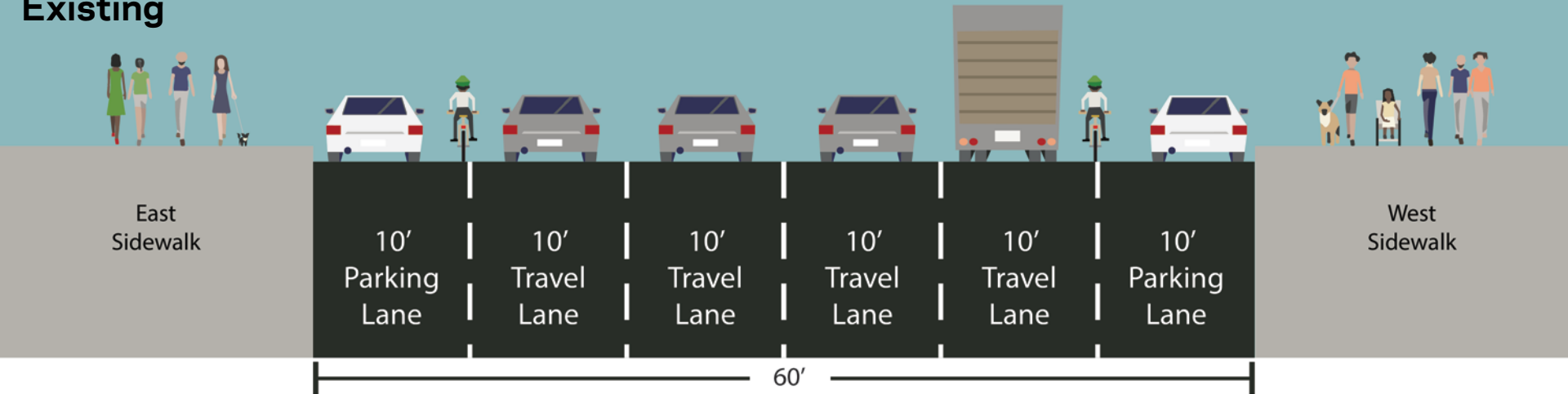


Proposed

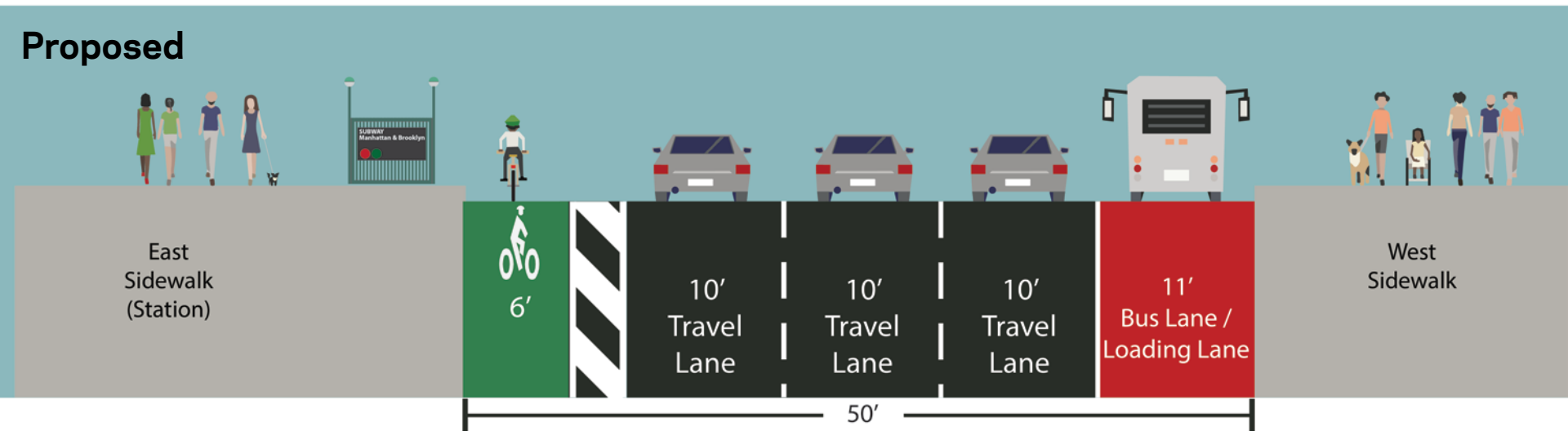


Subway Station Design: 69th St to 70th St

Existing



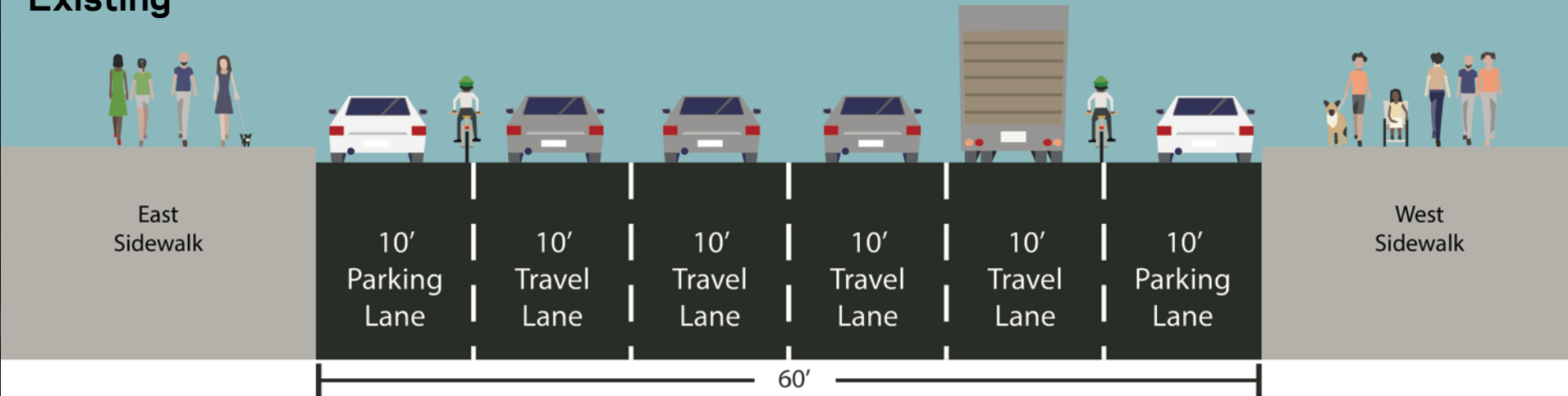
Proposed



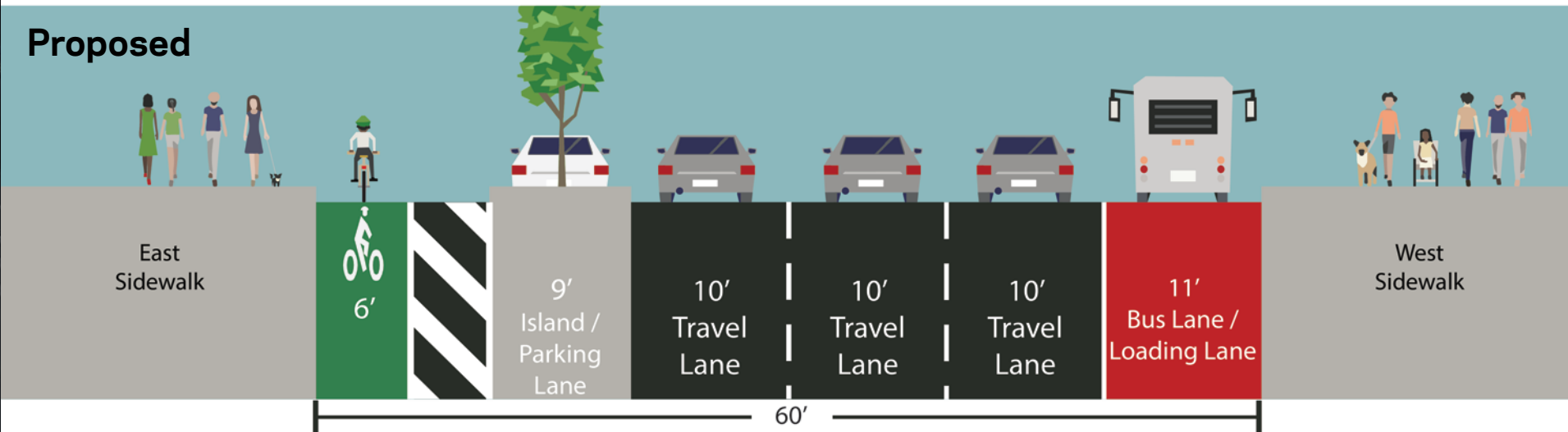
Proposal

Design: 70th St to 105th St

Existing



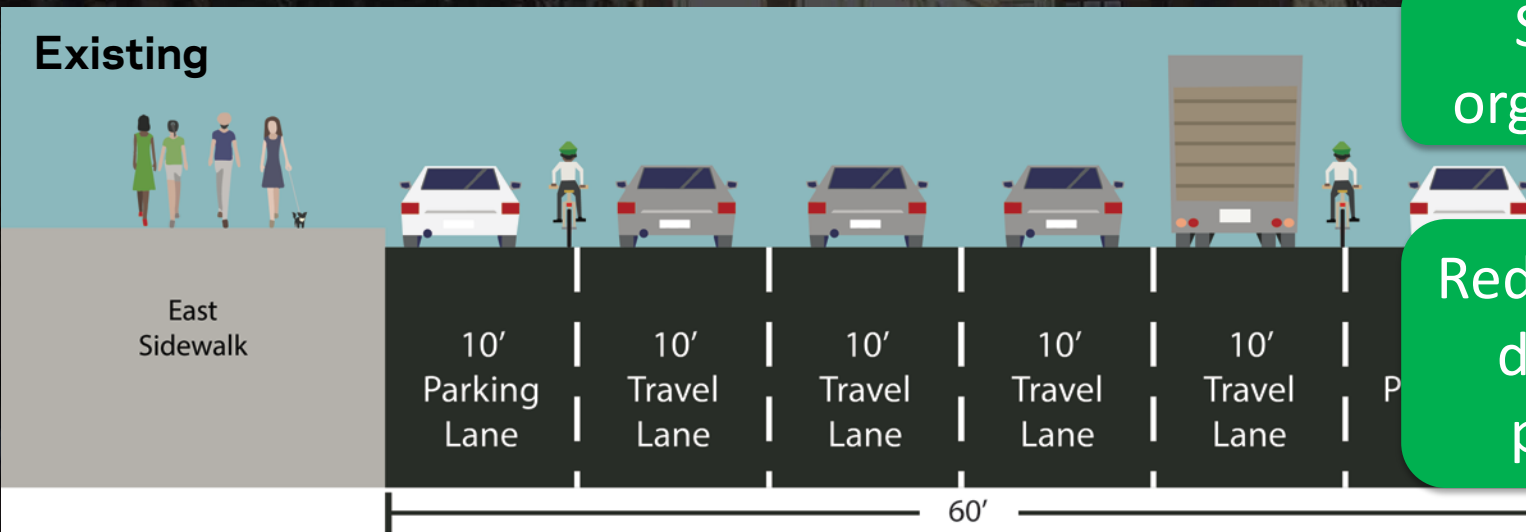
Proposed



Summary

Project Benefits

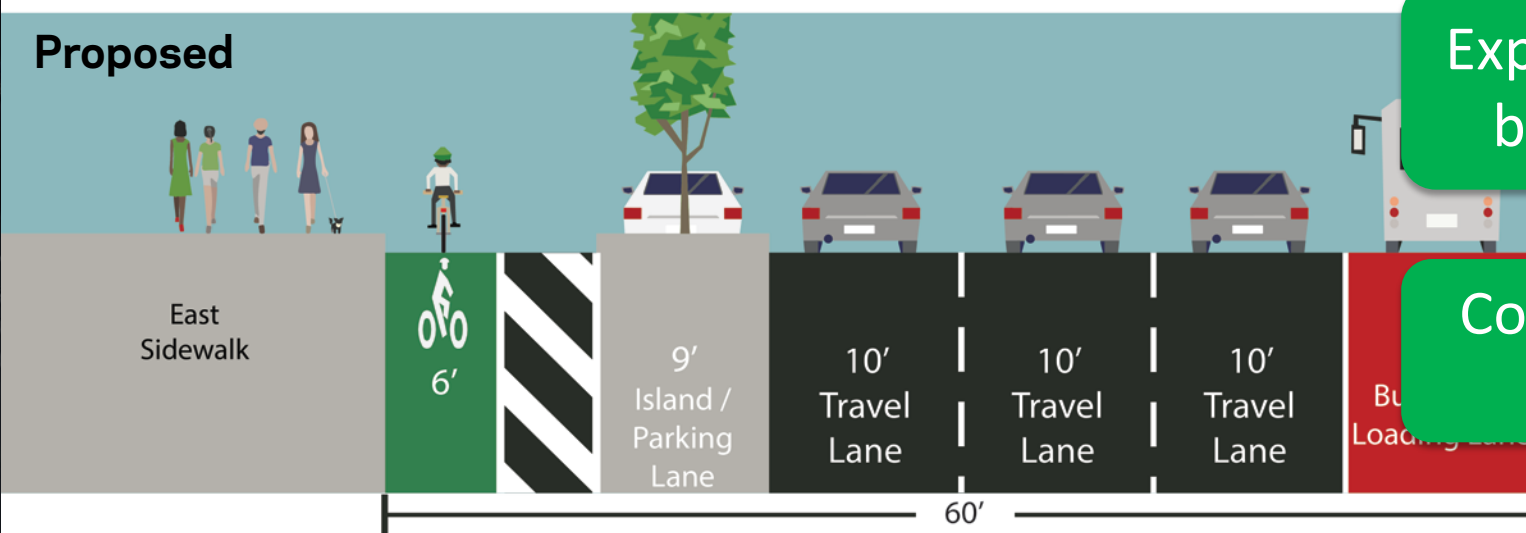
Existing



Safer, more organized street

Reduced crossing distances for pedestrians

Proposed



Expansion of the bike network

Continuation of bus lane



Questions?



Thank
You