



MIDTOWN CROSSTOWN PROTECTED BIKE LANES

Presented to Manhattan Community Board 4
July 2020



PRESENTATION OVERVIEW

1. Background
*Previous Crosstown
Bike Lanes*
2. **38th St and 39th St**
Route Selection
3. **38th St and 39th St**
Proposal Details
4. **Making it Work**
5. Next Steps



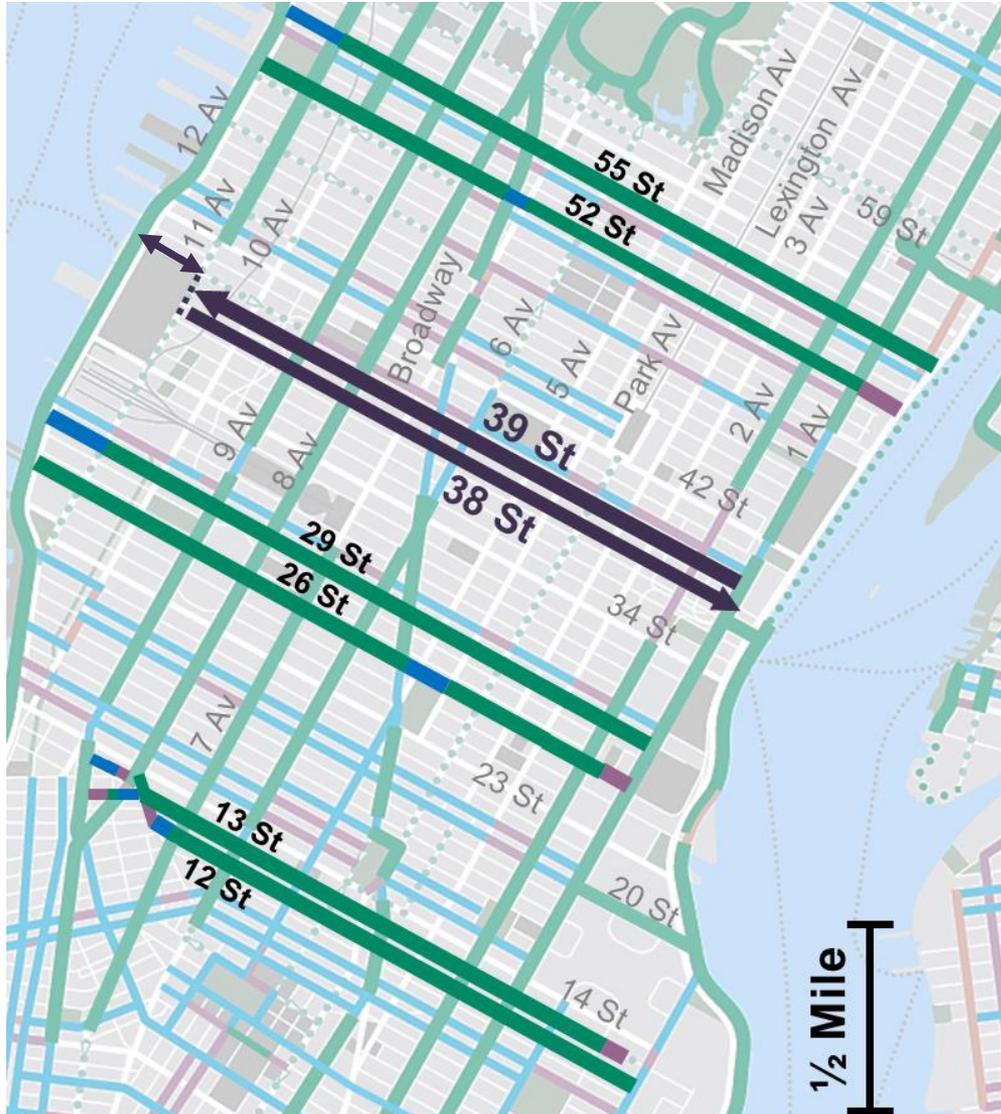
Background

1

Midtown Crosstown

Crosstown Bike Routes Strategy

Ongoing comprehensive plan for protected crosstown bike lanes installed in Midtown since 2018



Central Park South
52nd St and 55th St
Implemented Summer 2019

Times Square Area
38th St and 39th St
Proposed 2020

Madison Square
26th St and 29th St
Implemented Summer 2018

Union Square
12th St and 13th St
Implemented Fall 2018

Proposed Routes - accessible every 1/2 mile through Midtown

Midtown Crosstown

Summary: 26th & 29th Streets, 52nd & 55th Streets

- 2018: 26th, 29th Streets
- 2019: 52nd, 55th Streets



26th St between Lexington Ave and 3rd Ave



52nd St between 8th Ave and Broadway

- *Number of cyclists increased*
- *Vehicle travel times maintained*
- *Curbside regulation updates effective*
- *Design elements replicable yet flexible for Midtown context*

Midtown Crosstown

Summary: 26th & 29th Streets, 52nd & 55th Streets

Stakeholder Engagement and Project Adjustments



Cyclist Outreach & Education

- Street Ambassadors on 52nd, 55th Sts (Fall 2019)
- Materials in English and Spanish distributed
- Many interactions with delivery cyclists

Adjusted markings and signage

- Site visits, adjustments for hotels, theaters, USPS, stables
- Various adjustments made for driveway and loading access
- New 'No Standing Anytime' zones installed

Ongoing Coordination

- Working with hotels and residential blocks to optimize curbside access



Route Selection

2

38th Street and 39th Street

Proposed Crosstown Routes

- Existing Conditions
- Route Selection
- Proposed Design Details



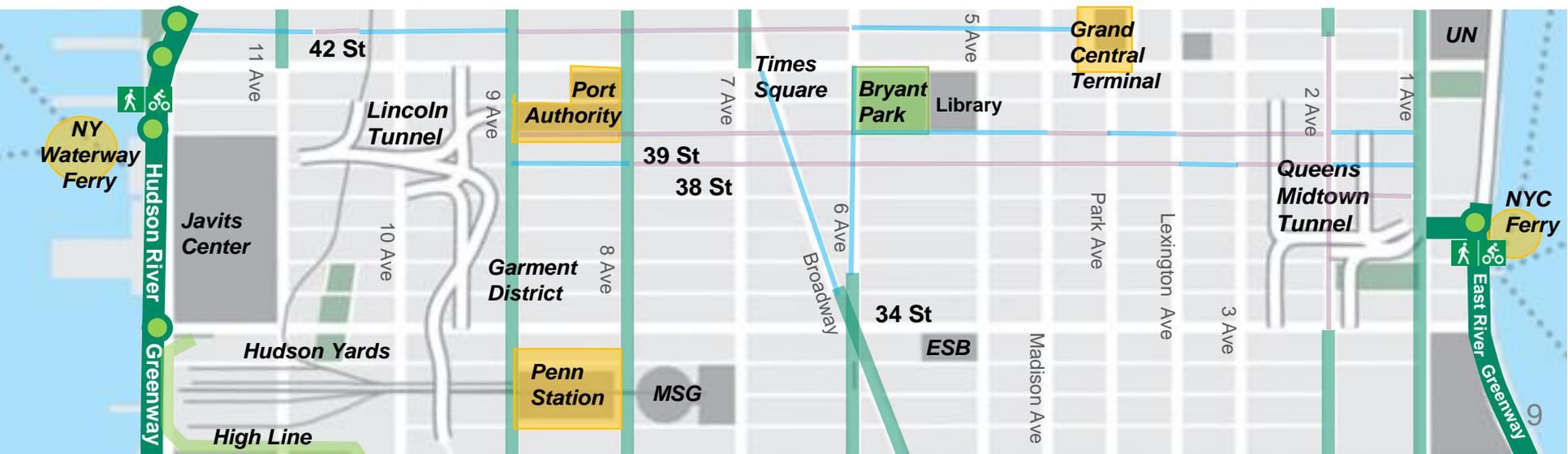
Midtown Crosstown

Times Square Area

New Context and Considerations

Connections to Times Square, Bryant Park, Javits Center, dense commercial district, Garment District, hotels, ferries

Strong need for safer connections within the core, links to greenways are secondary and accessible through existing bike and PBL network



Midtown Crosstown

Times Square Area

New Context and Considerations

Wider roadways, additional travel lanes

- *Excess traffic capacity off-peak in commercial core*
- *Multiple lanes on east side for tunnel access*
- *10' travel lanes narrow for simultaneous travel*
- *Streets could be better organized*

3 hour loading on both sides in core blocks

- *Inefficient use of curb access*
- *Regulations could be updated for more frequent turnover to increase availability*

No dedicated space for bikes

- *Mostly shared lanes*
- *Existing shared lanes frequently blocked*



38th Street and 39th Street

Route Selection

Why did we choose 38th St and 39th St?

Continuity

Uninterrupted Crosstown Streets

Connectivity

Connection to 1st Ave Bike Lane

Network Challenges

*Tunnel Access Points
Multi-lane blocks*



38th Street and 39th Street

Route Selection

Why did we choose 38th St and 39th St?

Continuity

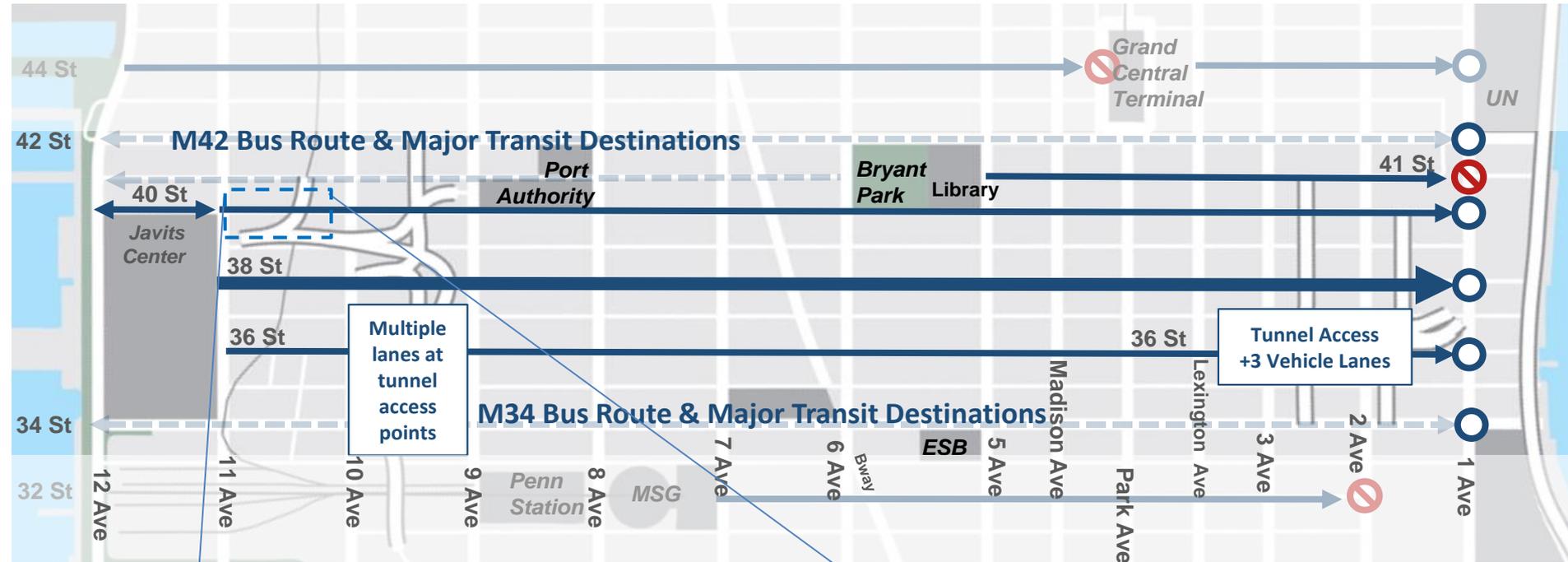
Uninterrupted Crosstown Streets

Connectivity

Connection to 1st Ave Bike Lane

EASTBOUND

multiple eastbound options based on connectivity



38th Street and 39th Street

Route Selection

Why did we choose 38th St and 39th St?

Continuity

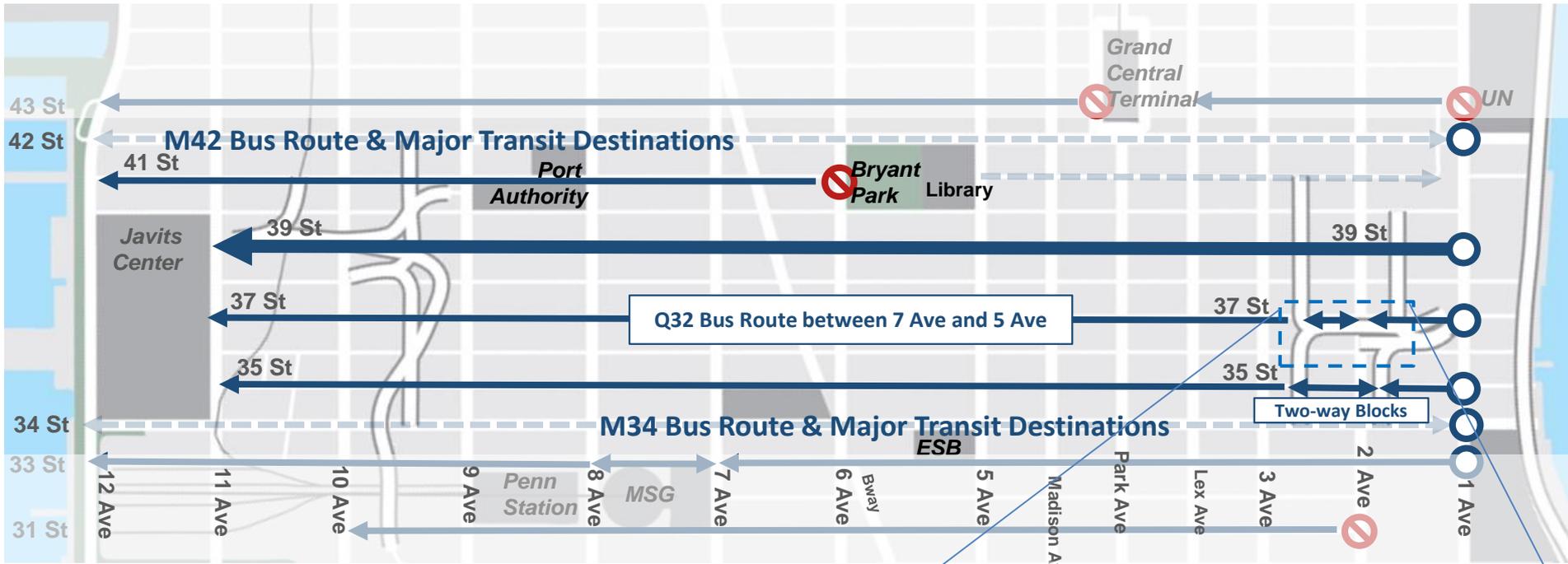
Uninterrupted Crosstown Streets

Connectivity

Connection to 1st Ave Bike Lane

WESTBOUND

multiple westbound options based on connectivity



38th Street and 39th Street

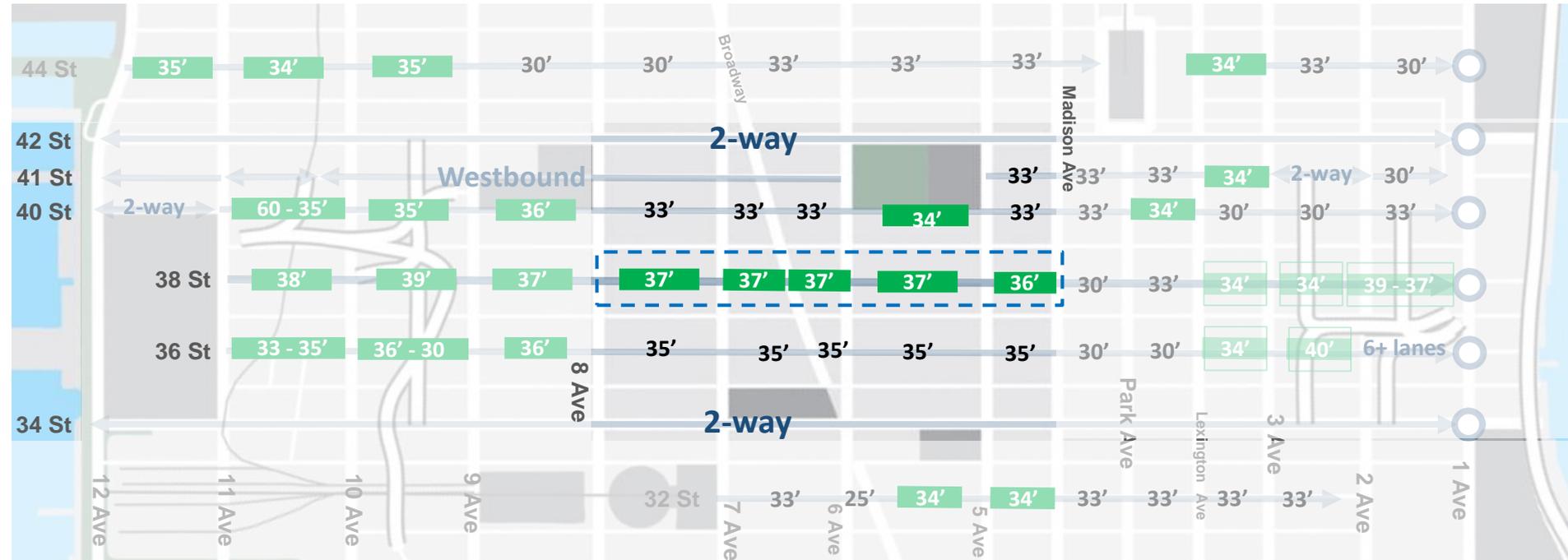
Route Selection

Why did we choose 38th St and 39th St?

Street Widths

EASTBOUND

*38th St has the most 34' - 36' blocks without multiple travel lanes
has the most 36'+ widths (8 Ave – Madison Ave) zone*



38th Street and 39th Street

Route Selection

Why did we choose 38th St and 39th St?

Street Widths

WESTBOUND

*39th St has the most 34' – 36' blocks without multiple travel lanes
has the most 36'+ widths (8 Ave – Madison Ave) zone*



Proposal Details

3

38th Street and 39th Street

TYPICAL PROPOSED DESIGN

Previous crosstown protected bike lanes consisted mostly of two typical designs

- *Delineator-protected and curbside buffered bike lanes / 1 travel lane*
- *Parking-protected bike lanes / 1 travel lane*

38th, 39th St proposal is similar, with new design for 2 lanes / rush hour lanes



Delineator-protected
1 travel lane

12th St

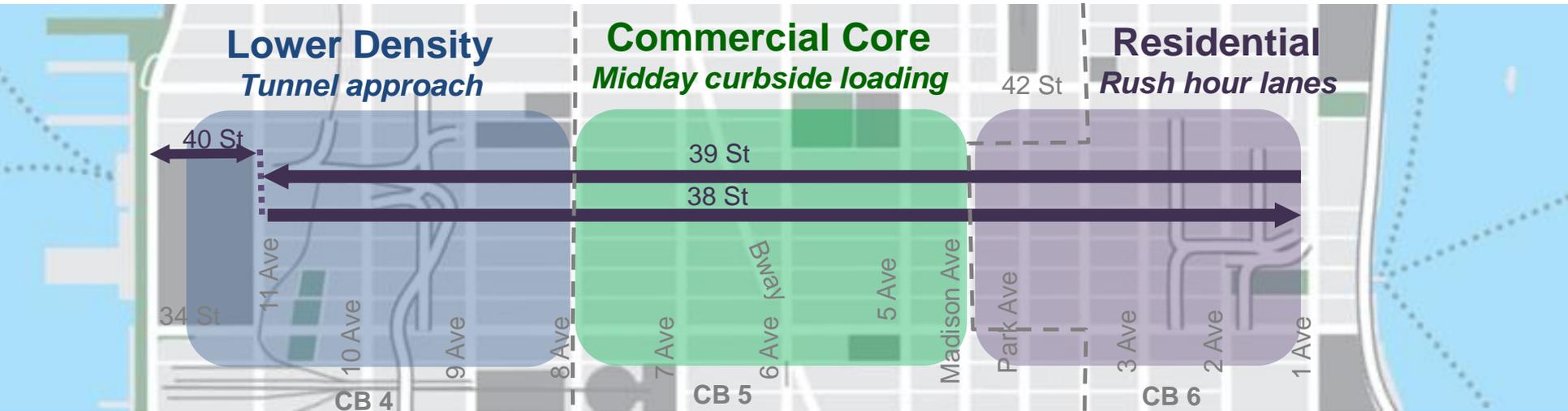


Parking-protected
1 travel lane

29th St

38th Street and 39th Street

TYPICAL PROPOSED DESIGN



West Side, Tunnel

1-2 travel, 1-2 parking lanes



Commercial Core

Typically 2 travel, 2 loading lanes



East Side, Tunnel Access

Irregular blocks, rush hour lanes, multi-lanes



38th Street and 39th Street

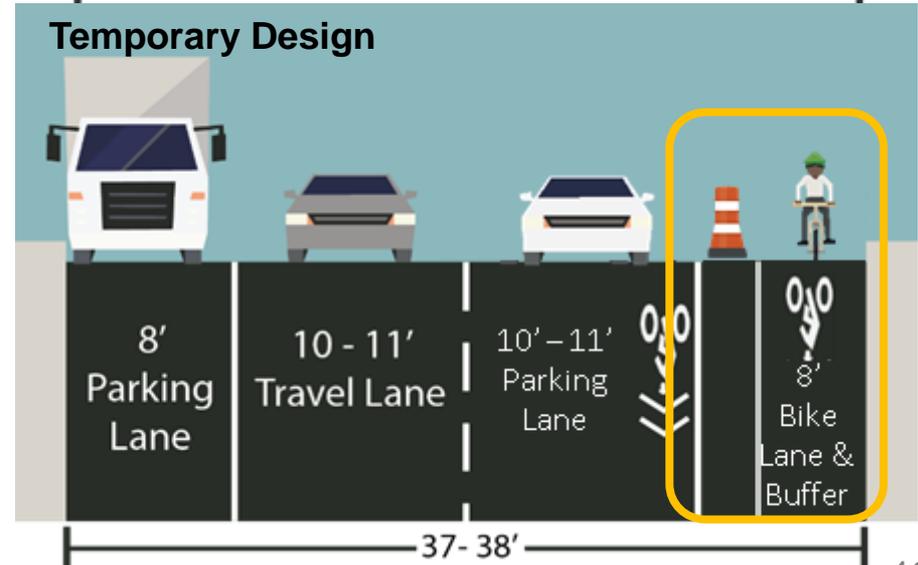
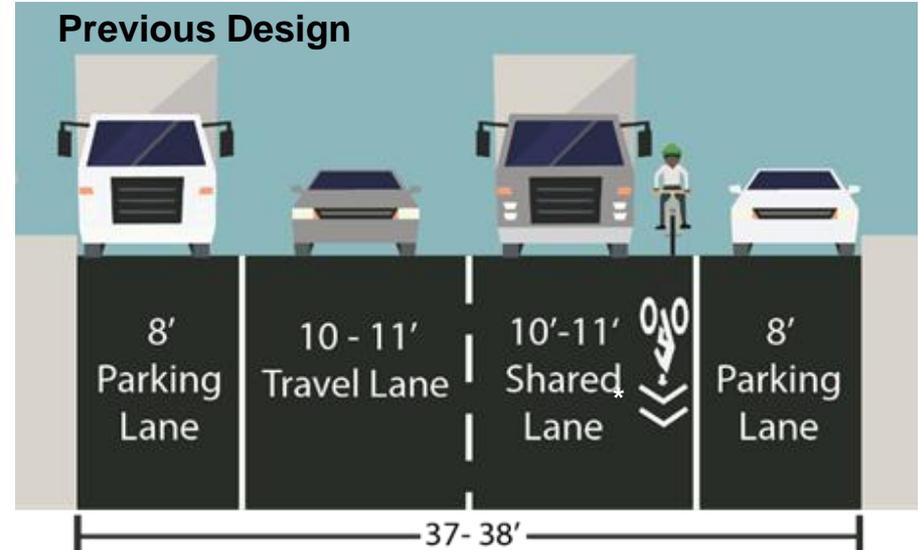
Temporary Bicycle Routes

Citywide Transportation for COVID-19 Recovery

- Transportation plays a critical role during the pandemic, and will continue to be just as essential during social and economic recovery
- Bikes are an important part of a resilient transportation network to help move people and goods while adhering to social distance guidelines
- Quick installation with barrels, cones, signs, and temporary markings



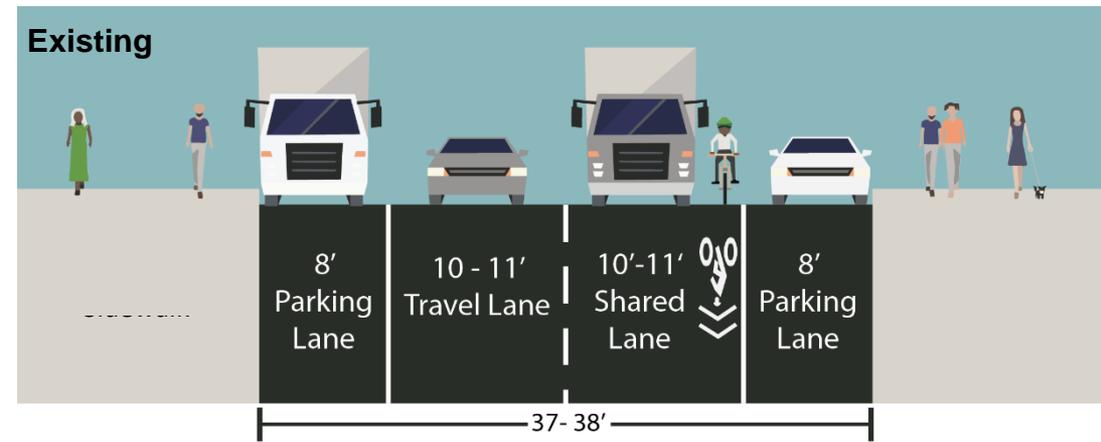
Typical Design, Commercial Core: 8th to 5th Ave



*39th St has existing shared lane markings, 38th St does not

38th Street and 39th Street

Typical Proposed Design, Commercial Core: 8th Ave to Madison Ave

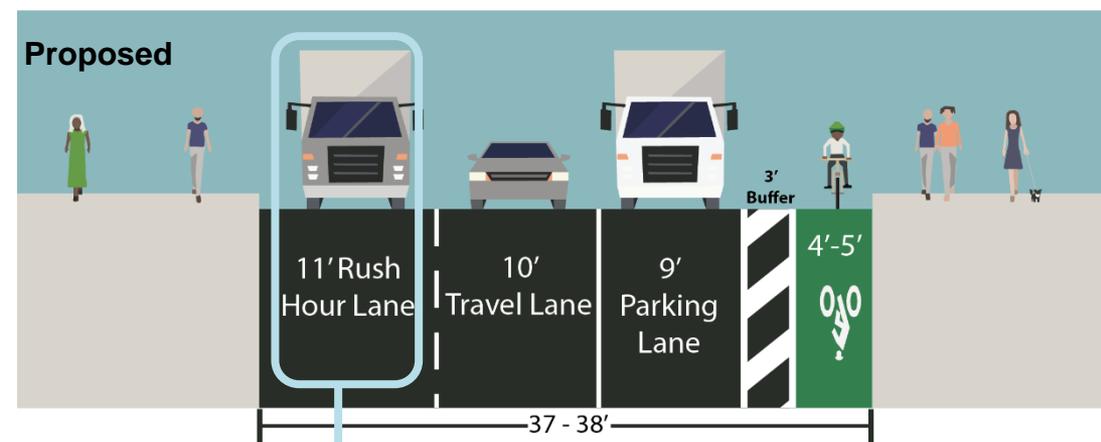


Commercial streets where vehicular traffic is heavy but curbside loading & deliveries should be maintained

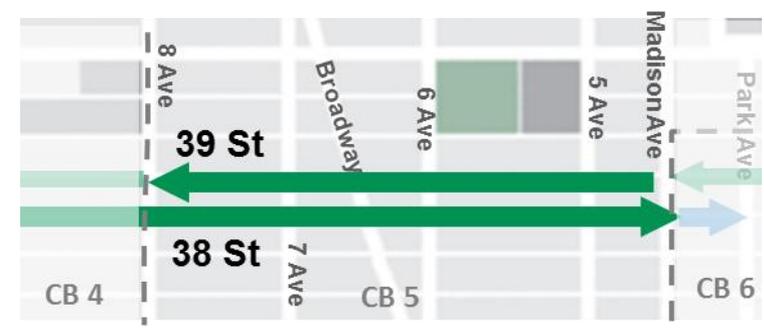
Flexible design that:

+ Accommodates high vehicle volume
allows for 2 lanes during peak hour

+ Maintains some loading during day
while encouraging off-peak deliveries

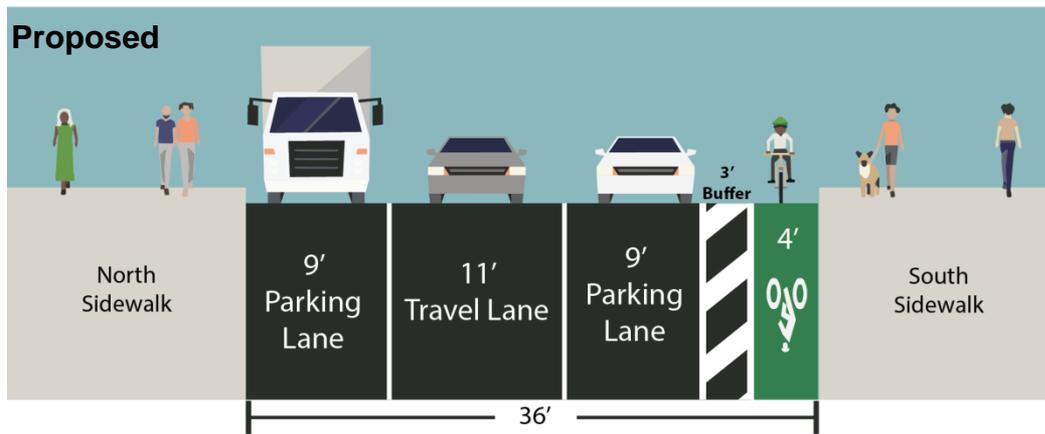
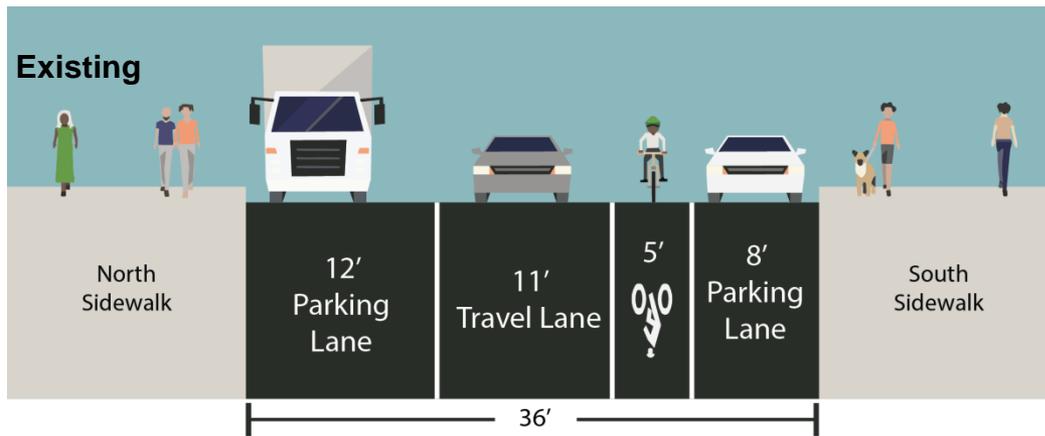


Overnight Parking
Off-Hour Commercial Loading or Passenger Parking



38th Street and 39th Street

39th Street 8th Ave to 9th Ave



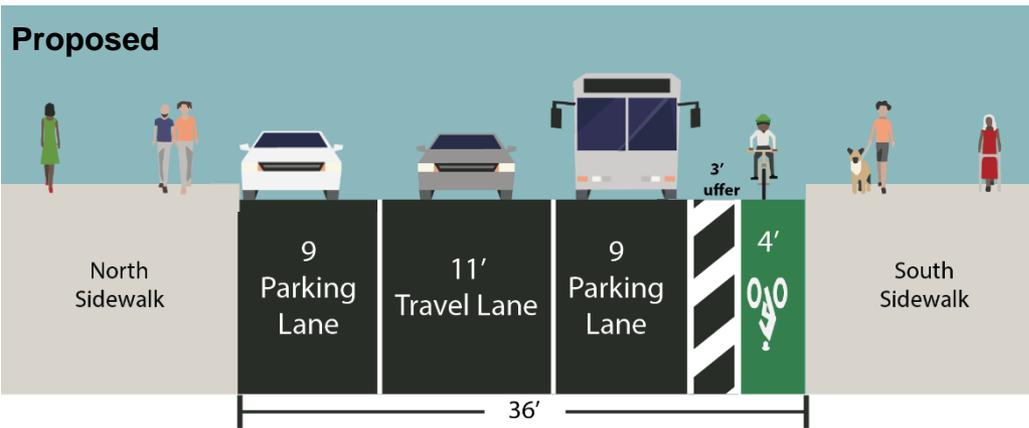
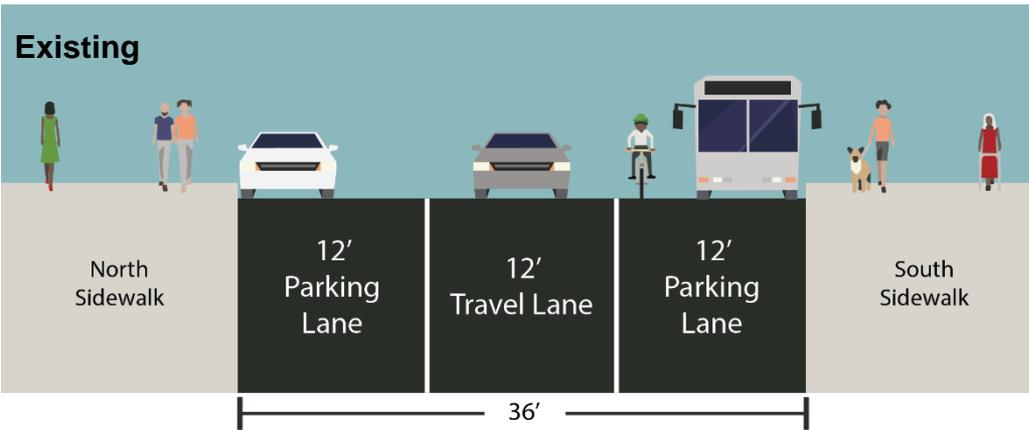
Upgrade existing standard bike lane

Removal of 14 loading spaces , 56 spaces to remain



38th Street and 39th Street

39th Street 9th Ave to 10th Ave



Consolidation of some bus layover footage for consistency

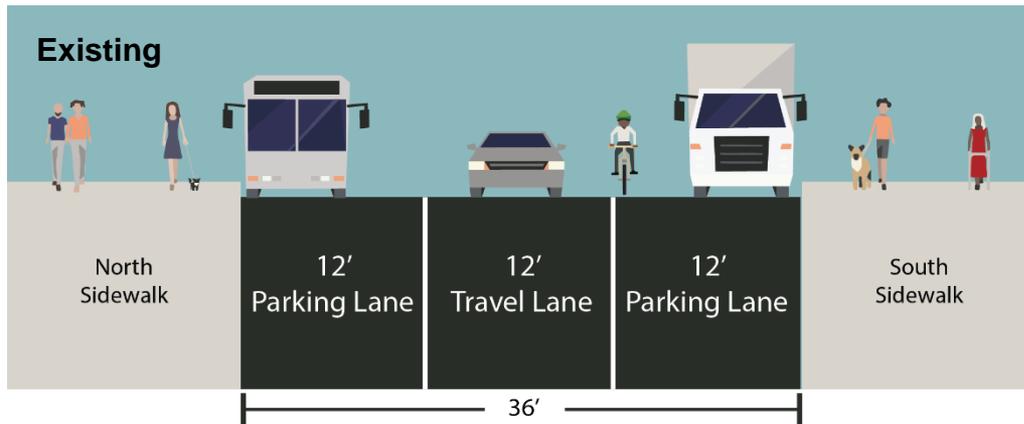
Removal of 7 spaces to improve visibility between bikes, buses. 46 spaces to remain



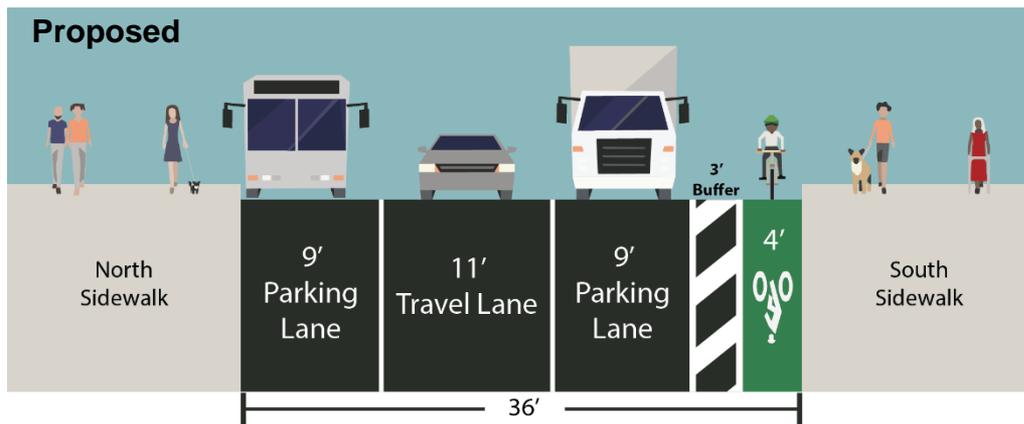
38th Street and 39th Street

39th Street 10th Ave to 11th Ave

Existing



Proposed



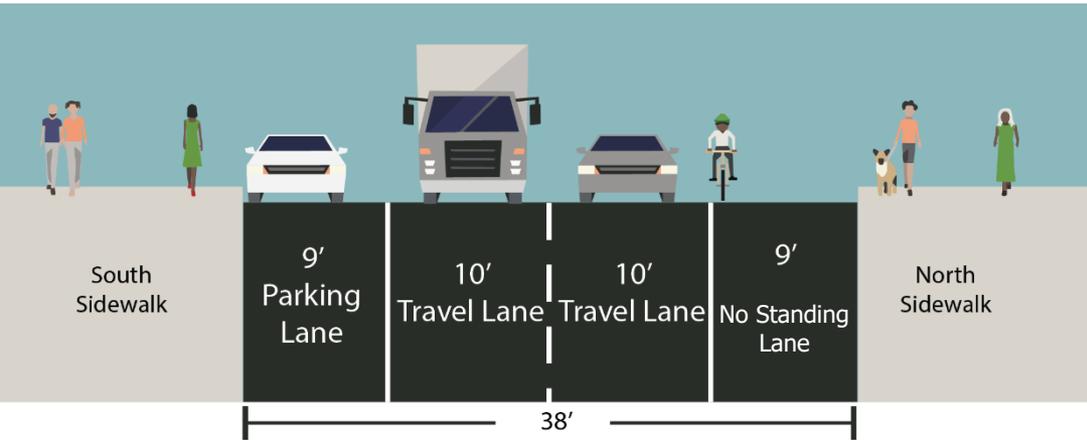
Buffer / parking lane widths widen near 10th Ave, maintains existing curb extension + pedestrian space

Removal of 10 parking spaces, 42 spaces to remain



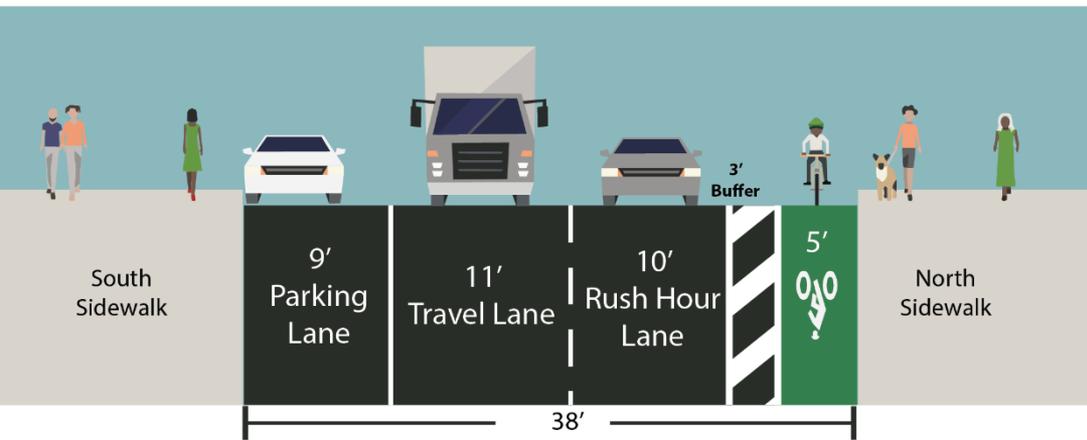
38th Street and 39th Street

38th Street 11th Ave to 10th Ave



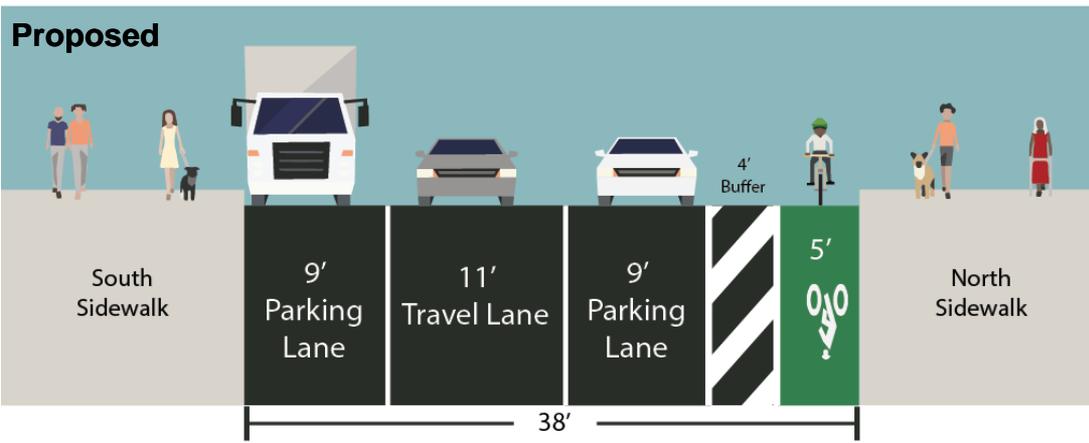
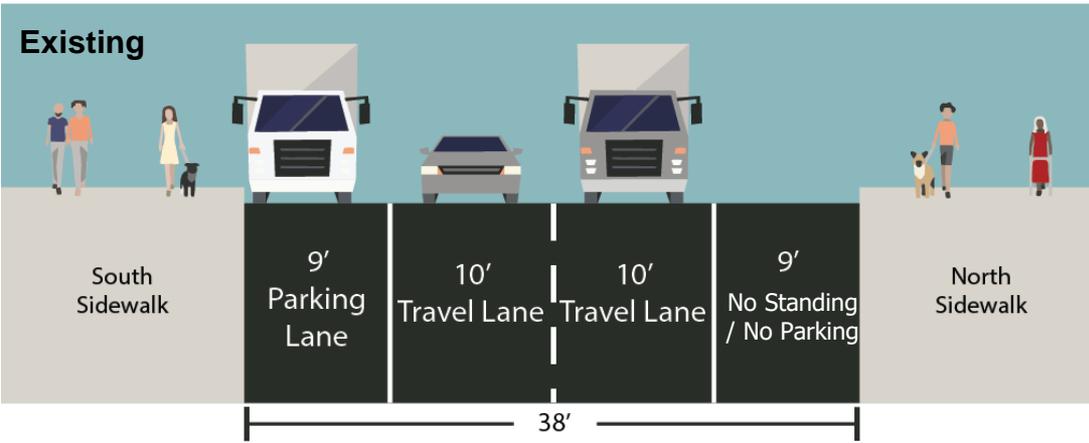
North curb has existing No Standing regs: 'No Standing 8a-10p, 11p-6a', 65 spaces remain

Loading for hotel and stable maintained



38th Street and 39th Street

38th Street 10th Ave to 9th Ave



Existing No Standing and No Parking regulations on north curb

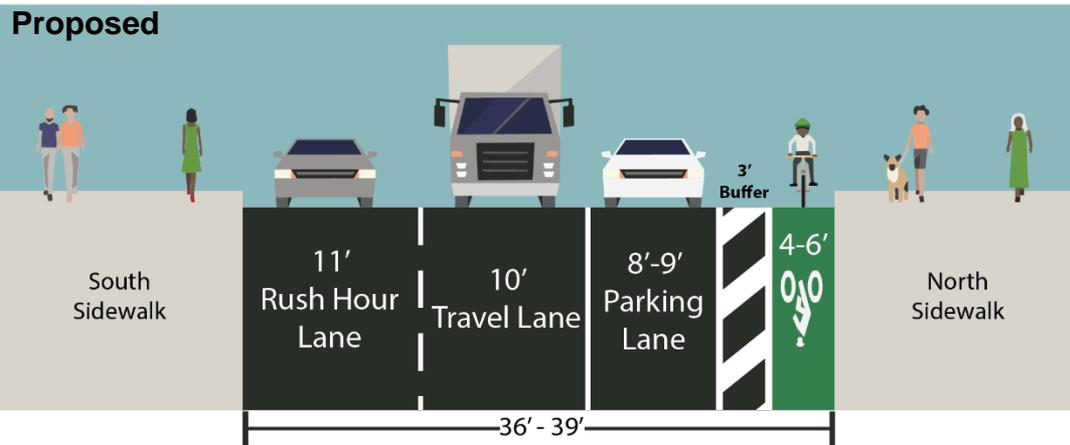
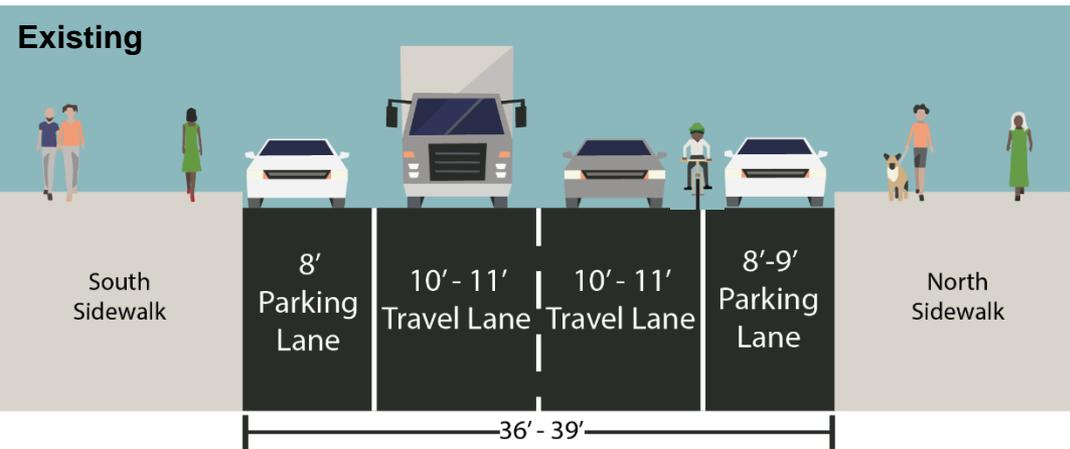
Clearance provided for vehicles turning out of FDNY facility

Removal of 5 spaces, 59 spaces remain



38th Street and 39th Street

38th Street 9th Ave to 8th Ave



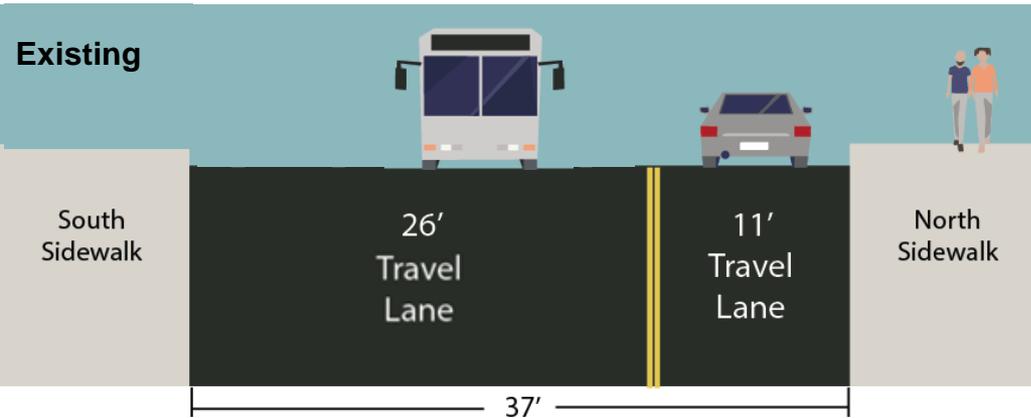
Follows typical design for midtown core with improved efficiency for loading

Removal of 9 spaces, 56 spaces remain

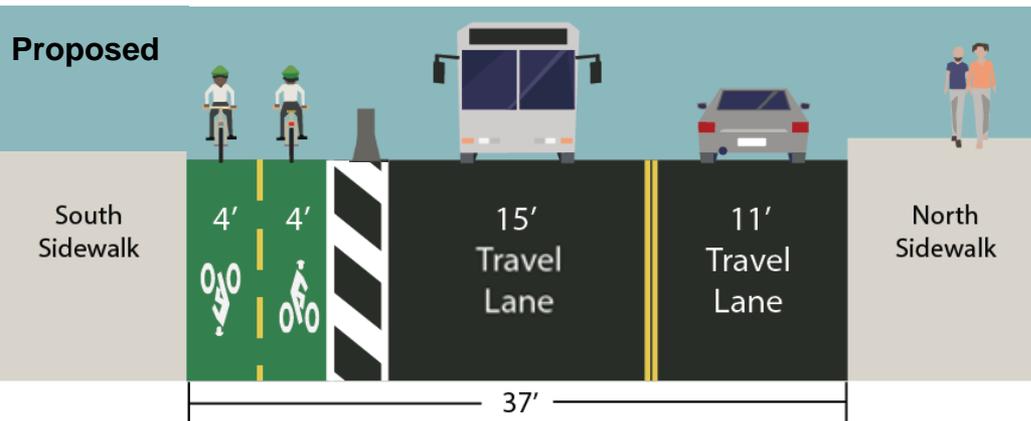


40th Street, 11th Avenue Hudson River Greenway Connection

40th St 11th Ave to 12th Ave, Hudson River Greenway

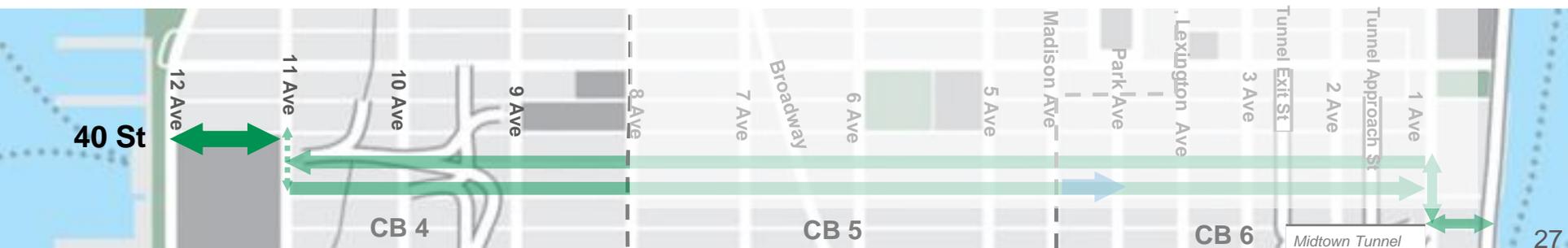


Existing: W 40th St at 12th Ave facing east – construction

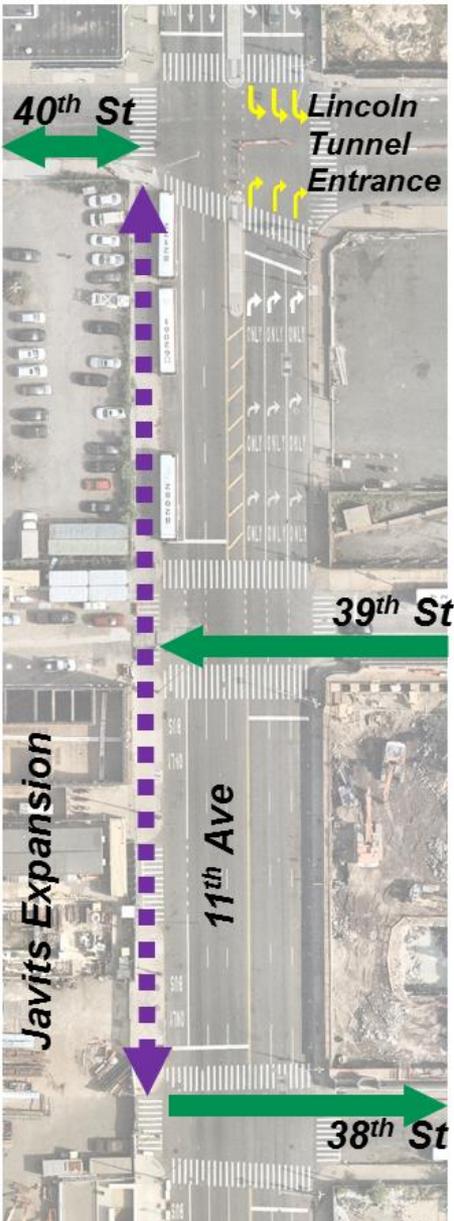


Matches current configuration / street configuration during construction

Lane alignment shifts to accommodate turns from 12th Ave, bus depot access on north curb. Bikes ramp onto sidewalk approaching 11 Ave

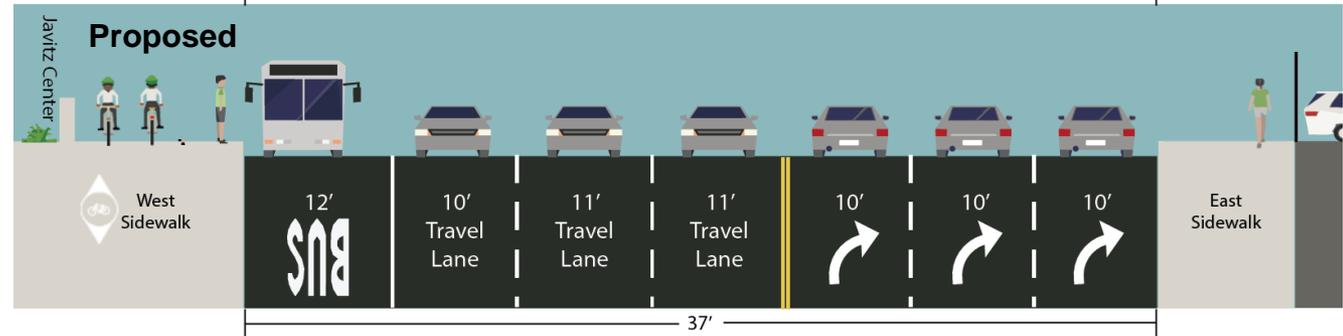
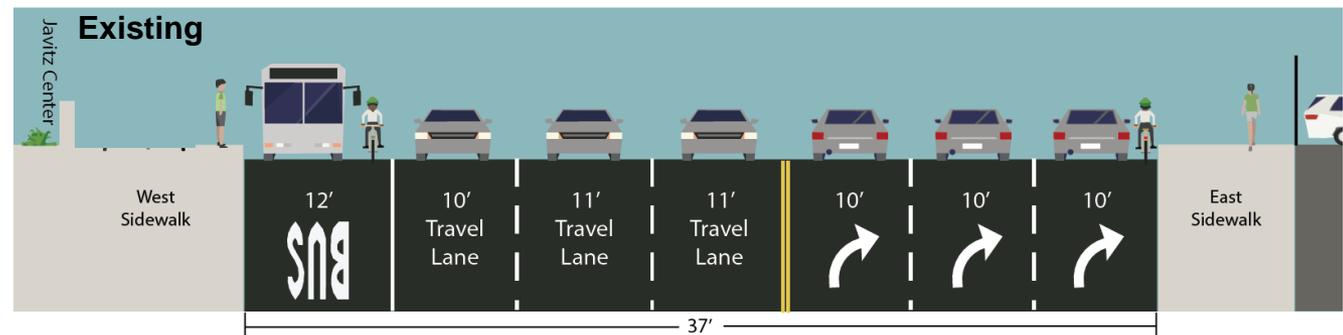


11th Ave 38th St to 40th St



Simpler transition at 40th St & 11th Ave, avoids the turns into Lincoln Tunnel, where intersection is frequently blocked

Proposed design directs cyclists to the safer side to cross on



Making it Work

4

38th Street and 39th Street

DESIGNING FOR CURB ACCESS

Curb Management

Accommodations for land uses

- Update parking regulations to mitigate double parking
- Additional locations delineated for pick ups/drop offs
- Maintain emergency access with No Standing zones
- Hotels / commercial floating loading
- Theaters / loading zones



38th Street and 39th Street

TYPICAL DESIGN BENEFITS - VEHICULAR

Improve the efficiency of intersections through various design interventions

Split Phases

Separate phases for vehicles and cyclists, pedestrians

Offset Crossings

Calm turning vehicles, improves sightlines

New Right Turn Bays

Increase vehicle capacity at intersections



38th Street and 39th Street

TYPICAL DESIGN BENEFITS

Cyclist Safety

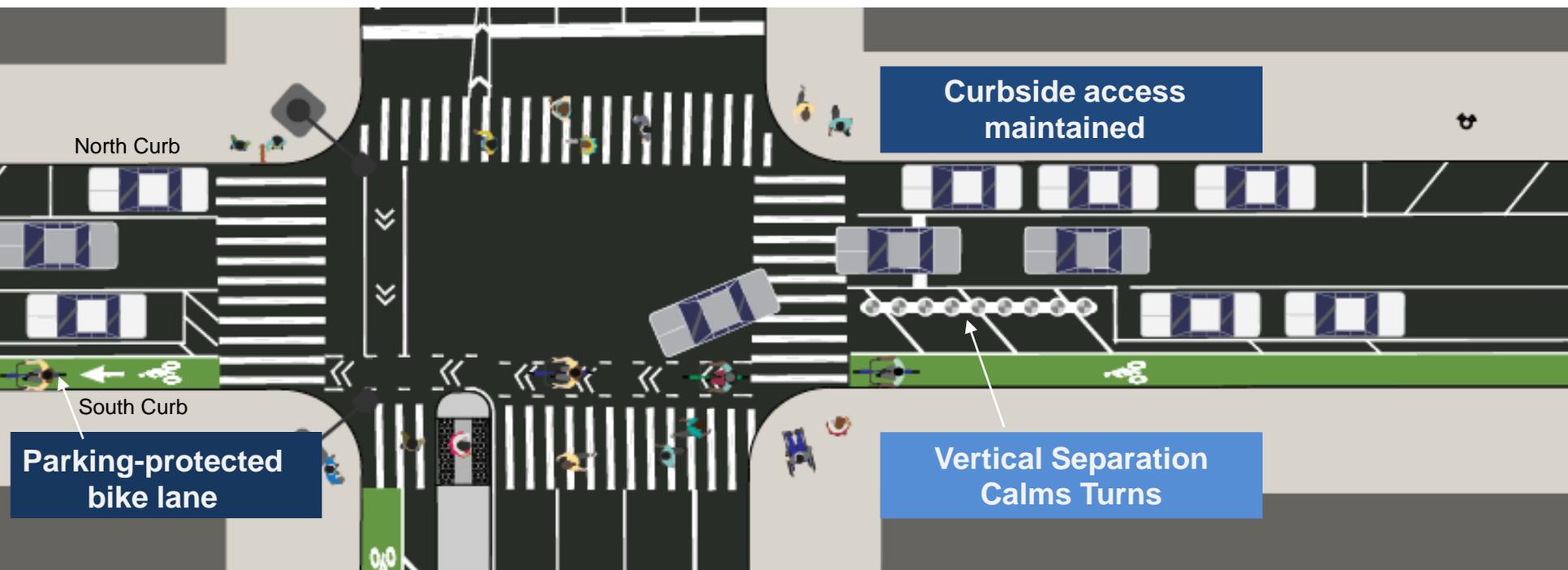
- Cyclists are separated from through traffic by parked cars, from turning vehicles by quick curb
- Cyclists to use existing LPIs or split phases

Pedestrian Safety

- Simplified vehicular movements
- Ease congestion by providing space for turns

Curb Management

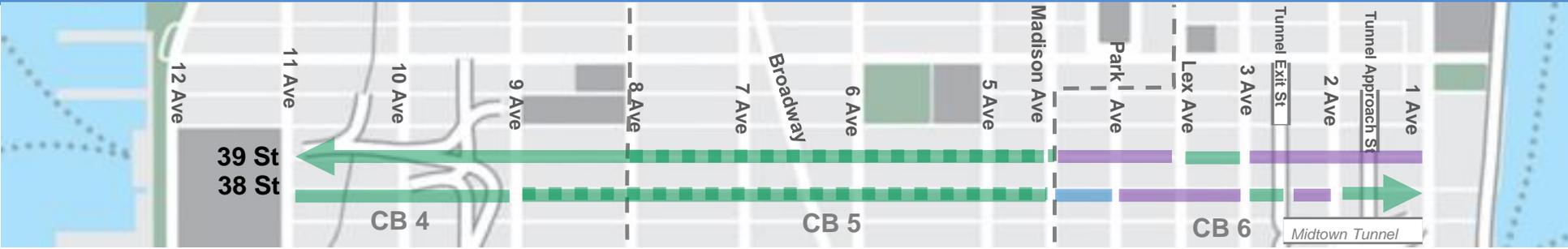
- Curbside access maintained
- Loading and metered parking maintained



Next Steps

5

38th Street and 39th Street Design Overview



Parking-protected bike lane



Parking-protected bike lane



Delineator protected bike lane



Curbside buffered bike lane



Next Steps

Summer 2020

- Community Board presentations for 38th St and 39th St Project
- On-going Stakeholder Engagement

Summer – Fall 2020

- Begin implementation of 38th St and 39th St Project



THANK YOU!

Questions?



NYC DOT



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