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
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 ½ mile through Midtown
Midtown Crosstown

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

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

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

*26th St between Lexington Ave and 3rd Ave*

*52nd St between 8th Ave and Broadway*
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
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
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

---

[Map graphic showing routes and connections]
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

M42 Bus Route & Major Transit Destinations

M34 Bus Route & Major Transit Destinations

Multiple lanes at tunnel access points

Tunnel Access +3 Vehicle Lanes

Lincoln Tunnel Access

Port Authority

Bryant Park

ESB

Grand Central Terminal

Javits Center

Penn Station

MSG

Bryant Park

Library

Grand Central Terminal

Port Authority

Bryant Park

ESB

Lincoln Tunnel Access

Tunnel Access +3 Vehicle Lanes

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Lincoln Tunnel Access

Tunnel Access +3 Vehicle Lanes
**Connectivity**

**Connection to 1st Ave Bike Lane**

**Continuity**

*Uninterrupted Crosstown Streets*

---

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

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**WESTBOUND**

*multiple westbound options based on connectivity*

- **M42 Bus Route & Major Transit Destinations**
  - Port Authority
  - Bryant Park
  - Library
- **Q32 Bus Route between 7 Ave and 5 Ave**
- **M34 Bus Route & Major Transit Destinations**
  - Javits Center
  - ESB
- **Two-way Blocks**
- **Midtown Tunnel Access**
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

Parking- Protected Bike Lane + Rush Hour Lane Feasible:
**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*
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.
38th Street and 39th Street

TYPICAL PROPOSED DESIGN

- **Lower Density**
  - Tunnel approach

- **Commercial Core**
  - Midday curbside loading

- **Residential**
  - Rush hour lanes

**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
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.
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

Existing

<table>
<thead>
<tr>
<th>Lane Description</th>
<th>Width (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8’ Parking Lane</td>
<td></td>
</tr>
<tr>
<td>10 - 11’ Travel Lane</td>
<td></td>
</tr>
<tr>
<td>10’-11’ Shared Lane</td>
<td></td>
</tr>
<tr>
<td>8’ Parking Lane</td>
<td></td>
</tr>
</tbody>
</table>

Proposed

<table>
<thead>
<tr>
<th>Lane Description</th>
<th>Width (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11’ Rush Hour Lane</td>
<td></td>
</tr>
<tr>
<td>10’ Travel Lane</td>
<td></td>
</tr>
<tr>
<td>9’ Parking Lane</td>
<td></td>
</tr>
<tr>
<td>4’-5’ Buffer</td>
<td></td>
</tr>
</tbody>
</table>

Overnight Parking
Off-Hour Commercial Loading or Passenger Parking
Upgrade existing standard bike lane

Removal of 14 loading spaces, 56 spaces to remain
Consolidation of some bus layover footage for consistency

Removal of 7 spaces to improve visibility between bikes, buses. 46 spaces to remain.
**39th Street**

**10th Ave to 11th Ave**

### Existing

- North Sidewalk
- 12' Parking Lane
- 12' Travel Lane
- 12' Parking Lane
- South Sidewalk

- Width: 36'

### Proposed

- North Sidewalk
- 9' Parking Lane
- 11' Travel Lane
- 9' Parking Lane
- 4' Buffer
- South Sidewalk

- Width: 36'

**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

<table>
<thead>
<tr>
<th>11th Ave to 10th Ave</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Sidewalk</td>
</tr>
<tr>
<td>9' Parking Lane</td>
</tr>
<tr>
<td>10' Travel Lane</td>
</tr>
<tr>
<td>10' Travel Lane</td>
</tr>
<tr>
<td>9' No Standing Lane</td>
</tr>
<tr>
<td>North Sidewalk</td>
</tr>
</tbody>
</table>

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

**Loading for hotel and stable maintained**

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#### Example: 2nd Ave

- South Sidewalk
- 9' Parking Lane
- 11' Travel Lane
- 10' Rush Hour Lane
- 5' Buffer
- North Sidewalk

---

### Map of 38th Street

- 12 Ave
- 11 Ave
- 10 Ave
- 9 Ave
- 8 Ave
- 7 Ave
- 6 Ave
- 5 Ave
- Park Ave
- Lexington Ave
- Tunnel Exit St
- 3 Ave
- 2 Ave
- 1 Ave

---

### Map of 39th Street

- CB 4
- CB 5
- CB 6
Existing: W 38th St (10 to 9 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
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**
- South Sidewalk
- 26’ Travel Lane
- 11’ Travel Lane
- North Sidewalk

**Proposed**
- South Sidewalk
- 4’ 4’ 15’ Travel Lane
- 11’ Travel Lane
- North Sidewalk

**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**
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
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

<table>
<thead>
<tr>
<th>Split Phases</th>
<th>Offset Crossings</th>
<th>New Right Turn Bays</th>
</tr>
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<td>Separate phases for vehicles and cyclists, pedestrians</td>
<td>Calm turning vehicles, improves sightlines</td>
<td>Increase vehicle capacity at intersections</td>
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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
### TYPICAL DESIGN BENEFITS

<table>
<thead>
<tr>
<th>Cyclist Safety</th>
<th>Pedestrian Safety</th>
<th>Curb Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Cyclists are separated from through traffic by parked cars, from turning vehicles by quick curb</td>
<td>• Simplified vehicular movements</td>
<td>• Curbside access maintained</td>
</tr>
<tr>
<td>• Cyclists to use existing LPIs or split phases</td>
<td>• Ease congestion by providing space for turns</td>
<td>• Loading and metered parking maintained</td>
</tr>
</tbody>
</table>

**Diagram:**
- **Curb Management**
  - Curbside access maintained
  - Vertical Separation Calms Turns
- **Parking-protected bike lane**
- **North Curb**
- **South Curb**
Next Steps
Midtown Crosstown Protected Bike Lanes

38th Street and 39th Street Design Overview

Parking-protected bike lane

Parking-protected bike lane

Delineator protected bike lane

29th St
One travel lane

55th St
Two travel lanes
Rush hour lanes

12th St
Curbside buffered bike lane

29th St
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?