MIDTOWN CROSSTOWN PROTECTED BIKE LANES

Presented to Manhattan Community Board 5
June 2020
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
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
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
Proposed Crosstown Routes

- Existing Conditions
- Route Selection
- Proposed Design Details
- Data Analysis
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
- 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

Route Selection

38th Street and 39th Street
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
Multiple lanes at tunnel access points

M34 Bus Route & Major Transit Destinations

Tunnel Access +3 Vehicle Lanes

Lincoln Tunnel Access

UNESB
MSG
Penn Station
Grand Central Terminal
Library
Port Authority
Bryant Park
Javits Center
8 Ave
7 Ave
6 Ave
5 Ave
4 Ave
3 Ave
2 Ave
1 Ave
11 Ave
10 Ave
9 Ave
8 Ave
7 Ave
6 Ave
5 Ave
4 Ave
3 Ave
2 Ave
1 Ave
12 Ave
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3 St
2 St
1 St

Route Selection
38th Street and 39th Street

Route Selection

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

Connectivity
Connection to 1st Ave Bike Lane

Continuity
Uninterrupted Crosstown Streets

WESTBOUND

multiple westbound options based on connectivity

M42 Bus Route & Major Transit Destinations

Q32 Bus Route between 7 Ave and 5 Ave

M34 Bus Route & Major Transit Destinations

UNESB

MSG

Penn Station

Library

Bryant Park

Grand Central Terminal

Javits Center

Port Authority

Park Avenue

Madison Avenue

Lex Avenue

3 Ave

2 Ave

1 Ave

13 Th St

12 Th St

11 Th St

10 Th St

9 Th St

8 Th St

7 Th St

6 Th St

5 Th St

4 Th St

3 Th St

2 Th St

1 Th St

37 Th St
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

Westbound

2-way

2-way

Parking- Protected Bike Lane + Rush Hour Lane Feasible:
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
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

Parking-protected
1 travel lane
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.

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

38th Street 9th Ave to Madison Ave, Typical Parking-Protected Design

Existing

- South Sidewalk
- 8' Parking Lane
- 10' - 11' Travel Lane
- 10' - 11' Travel Lane
- 8' - 9' Parking Lane
- North Sidewalk

Proposed

- South Sidewalk
- 11' Rush Hour Lane
- 10' Travel Lane
- 8' - 9' Parking Lane
- 4' - 6' Buffer
- North Sidewalk

Requires approx 10 parking spaces per block for daylighting at intersections, mid-block NSA zones

Existing: W 38th St (5 – Madison)
39th Street Madison Ave to 8th Ave, Typical Parking-Protected Design

Existing
- North Sidewalk
- 8' Parking Lane
- 10'-11' Travel Lane
- 10'-11' Shared Lane
- 8' Parking Lane
- South Sidewalk

37-38'

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

37-38'

Requires approx 10 parking spaces per block for daylighting at intersections, mid-block NSA zones
38th Street and 39th Street

TYPICAL PROPOSED DESIGN – COMMERCIAL CORE

Rush Hour Lane

**Existing**

**Capacity**  Two moving lanes throughout the day  
Excess capacity off-peak

**Loading**  3 hr loading on both sides  
Inefficient use of street space

**Proposed**  Peak Period

**Capacity**  Maintain two travel lanes  
Add turn lanes

**Loading**  Consolidate loading to one side  
Encourage turnover with 1 hr regulations

**Proposed**  Off-Peak

**Capacity**  Remove one travel lane  
Add turn lanes

**Loading**  Permit loading on both sides of street  
Increased availability encourages off-peak loading
Making it Work
Curb Management, Parking Changes

Existing curbside loading space exceeds demand

- Total loading spaces along 38th, 39th Sts less than 40%-60% occupied on average between 6am-8pm (2017 study)

Most loading requires 1 hour or less

- Throughout the day, most loading happens in 1 hour of less
- Less than 25% of loading happens for more than 1 hour
- Businesses on 38th, 39th St reported (92-96%) of deliveries lasting up to 1 HR

Updating from 3 HR to 1 HR regs on other crosstown routes matched the loading demand

- 78% of vehicles stayed at new meters less than 1 HR (26th, 29th St, 2018)
- Most vehicles (72%) used 1 HR regs for 30 min or less (26th, 29th St, 2018)
38th Street and 39th Street

COMMERCIAL CORE TRAFFIC VOLUMES

Consistent vehicle volumes throughout the day

Average Hourly Traffic Volumes
12am – 11:59am
Freight Mobility Coordination

Off-Hour Delivery (OHD) Program
- Encourages delivery during off-peak hours to decrease congestion and truck emissions
  - Typical hours are 7 pm to 6 am
  - Prioritizing areas with high pedestrian volumes, limited curb space

Benefits
- Less double parking
- More efficient operations for carriers, receivers
- Improved conditions for truck drivers – less congestion / stress, more parking available

Outreach Process
- Survey businesses along project corridors to review typical delivery times, duration, and general loading needs
  - In 2017, most businesses said their deliveries lasted up to 1 hour (96% on 38th St / 92% on 39th St)
Analysis

Double parking still occurs, despite available curb space
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
**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>
</thead>
<tbody>
<tr>
<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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**38th Street and 39th Street**
### TYPICAL DESIGN BENEFITS

<table>
<thead>
<tr>
<th>Cyclist Safety</th>
<th>Pedestrian Safety</th>
<th>Curb Management</th>
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</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>
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**38th Street and 39th Street**

**Curb Management**

- Curbside access maintained
- Vertical Separation Calms Turns

**Parking-protected bike lane**
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
- One travel lane
- 2 travel lanes
- 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?