MIDTOWN CROSSTOWN PROTECTED BIKE LANES

Presented to Manhattan Community Board 6
July 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
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
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
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
**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*

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**EASTBOUND**

*Multiple eastbound options based on connectivity*

- **M42 Bus Route & Major Transit Destinations**
  - Port Authority
  - Bryant Park
  - Library

- **M34 Bus Route & Major Transit Destinations**
  - Javits Center
  - Bryant Park

- **Tunnel Access**
  - +3 Vehicle Lanes

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**Lincoln Tunnel Access**

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**40 St**

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**41 St**

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**Grand Central Terminal**

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**Javits Center**

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**Port Authority**

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**Bryant Park**

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**Library**

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**ESB**

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**Grand Central Terminal**

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**Penn Station**

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**MSG**

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**Lincoln Tunnel Access**

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**Port Authority**

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**Bryant Park**

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**Library**

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**ESB**

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**Grand Central Terminal**

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**Penn Station**

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**MSG**

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**Lincoln Tunnel Access**

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

Connectivity
Uninterrupted Crosstown Streets

Connectivity
Connection to 1st Ave Bike Lane

WESTBOUND

multiple westbound options based on connectivity
Proposal Details
38th, 39th St proposal is similar, with new design for 2 lanes / rush hour lanes

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

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**
  - **Typically 2 travel, 2 loading lanes**

- **Residential**
  - **Rush hour lanes**

**West Side, Tunnel**
- 1-2 travel, 1-2 parking lanes

**Commercial Core**
- Irrregular blocks, rush hour lanes, multi-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
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  Madison Ave to Park Ave

Existing:
- South Sidewalk
- 10’ Rush Hour Lane
- 10’ Parking Lane
- 10’ Travel Lane
- North Sidewalk

30’

Proposed:
- South Sidewalk
- 11’ Rush Hour Lane
- 10’ Travel Lane
- 6’ Buffer
- North Sidewalk

30’

Removal of 16 loading spaces on north curb, 19 spaces to remain on south curb
38th Street
39th Street

38th Street  Park Ave to 3rd Ave, Tunnel Exit St to 2nd Ave

Existing

South Sidewalk
11’ Rush Hour Lane
11’-12’ Travel Lane
11’ Parking Lane
North Sidewalk
33’ - 34’

Proposed

South Sidewalk
11’ Rush Hour Lane
10’-11’ Travel Lane
6’ Buffer
6’
North Sidewalk
33’ - 34’

Existing: E 38th St at 3rd Ave

Removal of 49 loading spaces on north curb, 50 spaces remain on south curb
38th Street and 39th Street

38th Street
3 Ave to Tunnel Exit St

Existing

South Sidewalk
12' Parking Lane | 11' Travel Lane | 12' Parking Lane | North Sidewalk
34'

Proposed

South Sidewalk
8' Parking Lane | 11' Travel Lane | 8' Parking Lane | 4' Buffer | North Sidewalk
34'

Existing: 38th St (3 Ave to Tunnel Exit St)

Removal of 5 parking spaces
11 spaces remain
38th Street and 39th Street

38th Street 2 Ave to Tunnel Approach St

Existing

- South Sidewalk
- 10’ Rush Hour Lane
- 10’ Shared Lane
- 10’ Travel Lane
- 10’ Rush Hour Lane
- North Sidewalk

Proposed

- South Sidewalk
- 11’ Travel Lane
- 11’ Travel Lane
- 10’ Rush Hour Lane
- North Sidewalk

Upgrade existing shared lane

Removal of 8 loading spaces on south curb
6 spaces remain on north curb

Existing: 38th St (2 Ave to Tunnel Approach)
38th Street and 39th Street

38th Street Tunnel Approach St to 1 Ave

Existing

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

- 36'-39'

Proposed

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

- 36'-39'

Existing: E 38th St (Tunnel Approach to 1 Ave)

Upgrade existing shared lane

Medical facility drop-off accommodated

Removal of 1 parking space, 36 spaces remain
Upgraded existing bike lane

Removal of 16 loading spaces on south curb, 17 spaces remain on north curb
38th Street and 39th Street

39th Street Tunnel Approach St to 2nd Ave

Existing

- North Sidewalk
- 10’ Rush Hour Lane
- 11’ Travel Lane
- 5’ 030 Parking Lane
- South Sidewalk

34’

Proposed

- North Sidewalk
- 11’ Rush Hour Lane
- 11’ Travel Lane
- 6’ Buffer
- South Sidewalk

34’

Upgrade existing bike lane

Removal of 4 loading spaces on south curb
7 spaces remain on north curb
Upgrade existing shared lane

Removal of 11 loading spaces on south curb, 16 spaces remain on north curb
38th Street and 39th Street

39th Street 3rd Ave to Lexington Ave

Existing

North Sidewalk
- 9’ Parking Lane
- 11’ Travel Lane
- 5’
- 9’ Parking Lane
- South Sidewalk

34’

Proposed

North Sidewalk
- 8’ Parking Lane
- 11’ Travel Lane
- 8’ Parking Lane
- 4’
- South Sidewalk

34’

Upgrade existing bike lane

Removal of 3 parking spaces, 19 spaces remain
**38th Street and 39th Street**

**39th Street**  
Tunnel Exit St to 3rd Ave, Lexington Ave to Madison Ave

**Existing**

- North Sidewalk
- 9’ Parking Lane / Turn Lane
- 12’ Shared Lane
- 8’ Parking Lane
- South Sidewalk
- 29’ - 33’

**Proposed**

- North Sidewalk
- 8’ - 10’ Parking Lane / Turn Lane
- 10’ - 11’ Travel Lane
- 6’ Buffer
- South Sidewalk
- 29’ - 33’

**Upgrade existing shared lane**

**Hotel loading zones to be accommodated**

**Removal of 39 loading spaces on south curb**

**44 spaces remain on north curb**
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

Adjusted Loading Zones

No Standing Markings

Hotel 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
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

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- **South Curb**
- **North Curb**
- **Parking-protected bike lane**
- **Vertical Separation Calms Turns**
- **Curbside access maintained**
Next Steps
38th Street and 39th Street Design Overview

Midtown Crosstown Protected Bike Lanes

Parking-protected bike lane

Delineator protected bike lane

Curbside buffered bike lane

29th St

One travel lane

55th St

Two travel lanes
Rush hour lanes

12th St

Parking-protected 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?