7TH AVENUE
CENTRAL PARK SOUTH TO W 46TH ST
Protected Bike Lane
May 24, 2021
Background
7th Avenue: Background

- 7th Ave bike lane installed between W 46th St/W 42nd St in 2016
- West sidewalk expanded between W 58th St/W 57th St in 2016
- Central Park closed to vehicular traffic in 2018
- 7th Ave is a Vision Zero Priority Corridor
- 7th Ave/W 51st St and 7th Ave/W 47th St are Vision Zero Priority Intersections

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Pedestrian</td>
<td>90</td>
<td>12</td>
<td>1</td>
<td>13</td>
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<tr>
<td>Bicyclist</td>
<td>29</td>
<td>3</td>
<td>0</td>
<td>3</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>107</td>
<td>10</td>
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<td>10</td>
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<tr>
<td>Total</td>
<td>226</td>
<td>25</td>
<td>1</td>
<td>26</td>
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Proposal
• Remove two travel lanes (peak vehicle volume is 750 vehicles per hour)
• Install a parking-protected bicycle lane with painted pedestrian islands
• Install a painted sidewalk extension on the west curb
• Reduce pedestrian crossing distance by 50%
• Remove two parking spaces to improve visibility at the turn conflicts across the bike lane

*all traffic data collected pre-pandemic
- Remove one travel lane (peak vehicle volume is 800 vehicles per hour)
- Install a parking-protected bicycle lane with painted pedestrian islands
- Reduce pedestrian crossing distance by 40%
- Remove two parking spaces to improve visibility at the turn conflicts across the bike lane
- Hotel loading zones to remain
- Remove one travel lane (peak vehicle volume is 1100 vehicles per hour)
- Install a parking-protected bicycle lane with painted pedestrian islands
- Reduce pedestrian crossing distance by 33%
- Remove ten parking spaces to improve visibility at the turn conflicts across the bike lane
- Hotel loading zones to remain
• Roadway narrows through Times Square core adjacent to Times Square Plazas
• Remove one travel lane (peak vehicle volume is 1100 vehicles per hour)
• Install a green conventional bike lane
7th Avenue: Summary

- Protected bicycle lane connecting Central Park to Times Square
- Pedestrian safety improvements to a Vision Zero Priority Corridor
  - Painted pedestrian islands reduce crossing distance
  - Removing excess vehicular capacity discourages speeding
- Hotel loading zones to remain
- Parking loss minimized
THANK YOU!

Questions?