IMPACT OF GROWTH ON CONGESTION IN NYC

Reduced vehicle speeds
Slower trips and greater motorist frustration

Slower bus speeds
Slower and less reliable bus service

More deliveries and longer delivery times
More double-parking and economic impacts on businesses
IMPACT OF GROWTH ON CONGESTION IN NYC

More pedestrians
More crowded sidewalks and crosswalks

More bicyclists using the streets
Greater propensity for conflicts with motor vehicles
WHAT DOES THIS MEAN?

Greater competition for street space and impacts on quality of life for residents and businesses all over the city.

Congestion reduction strategies are multi-modal and will focus on Midtown first.
7th Ave is a key connection between Port Authority / Times Square and Penn Station.

It is one of the most congested corridors for pedestrians in NYC.
At 7th Ave / 34th St, there are 14,500 pedestrians during the PM Rush Hour, including 5,800 in the west crosswalk alone.
• **7 Ave** is a Vision Zero Priority Corridor

• **7 Ave and 34 St** is a Vision Zero Priority Intersection

• **298 total injuries between 34 St and 42 St** (2010-2014)
  • 138 Pedestrian injuries (12 Severe)
EXCESS ROADWAY CAPACITY

7 Ave between 42 St and 34 St has excess road capacity for its current volumes, particularly during off peak hours.

(1 lane accommodates 500-600 vehicles)

AM Peak: 880-1225 thru veh/hr

PM Peak: 1035-1420 thru veh/hr

(Volumes increase approaching 34 St)
Turning vehicles block travel lane

Bus lane / right turn lane not utilized because frequently blocked

Heavy pedestrian volumes block turning vehicles
**PROPOSED DESIGN – RUSH HOURS**

**Existing**
- Existing bus lane (in effect 4-7PM) not utilized. Frequently parked and walked in.
- De-facto left turn lane

**Proposed**
- Widen sidewalk in epoxied gravel
- Flexible lane used for travel during rush hours (7-9AM, 4-7PM) and loading/parking at other times
- Add bus boarding islands at bus stop locations
- Add left turn lanes
- Install curb extensions at left turn locations
• Improves mobility during rush hours
• Increases parking turnover during evening hours
• Adds 13 parking/loading spaces during off-peak hours
PROPOSED DESIGN – OFF PEAK HOURS

Benefits

- Parking permitted when traffic volumes are lighter
  - Metered commercial loading/unloading permitted during off peak daytime hours (9am-4pm)
  - All vehicles permitted to park at other times (7pm to 7am)
PROPOSED DESIGN – 7 AV AND 35 ST

Add delineators, granite blocks, and planters to protect pedestrian space.
Bus boarding islands improve bus operations by allowing buses to pull up to stops without weaving in and out of traffic.
Split Phase Leading Pedestrian Intervals

- LPIs provide a “head start” for pedestrian to cross before vehicles begin moving and turning on crosswalk
- Split-LPIs, or Delayed Turns, provide this head start without delaying thru vehicles, minimizing impacts to traffic flow

**LPI Phase (7 seconds)**
- Turns held with red arrow
- Thru traffic permitted
- No turning conflicts

**Permitted Phase**
- Turns permitted with flashing yellow arrow
- Cleared crosswalk
Project Benefits

- Increases pedestrian space
- Shortens pedestrian crossing distances
- Improves pedestrian safety
- Improves bus operations
- Calms traffic
- Clarifies traffic movements
- Adds parking during off-peak hours
THANK YOU

Questions?

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