MIDTOWN CROSSTOWN PROTECTED BIKE LANES

Presented to Manhattan Community Boards 4, 5, 6

January 2018

VISION ZERO
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NEW YORK CITY DOT

PRESENTATION OVERVIEW

1. Background
2. Proposed Routes
3. Route Details
4. Summary

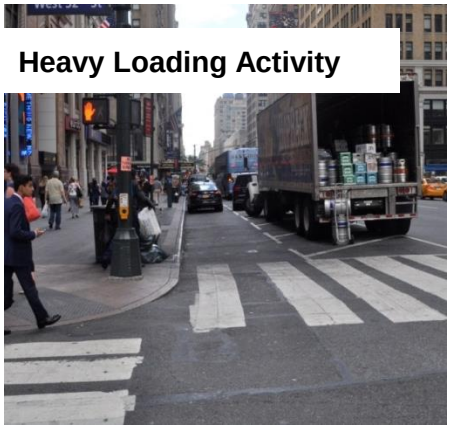
Background

1

Midtown 59th St to 13th St

Heavy commercial activity, transportation hubs, and tourist destinations
Major attractions cause congestion for all users

Heavy Loading Activity

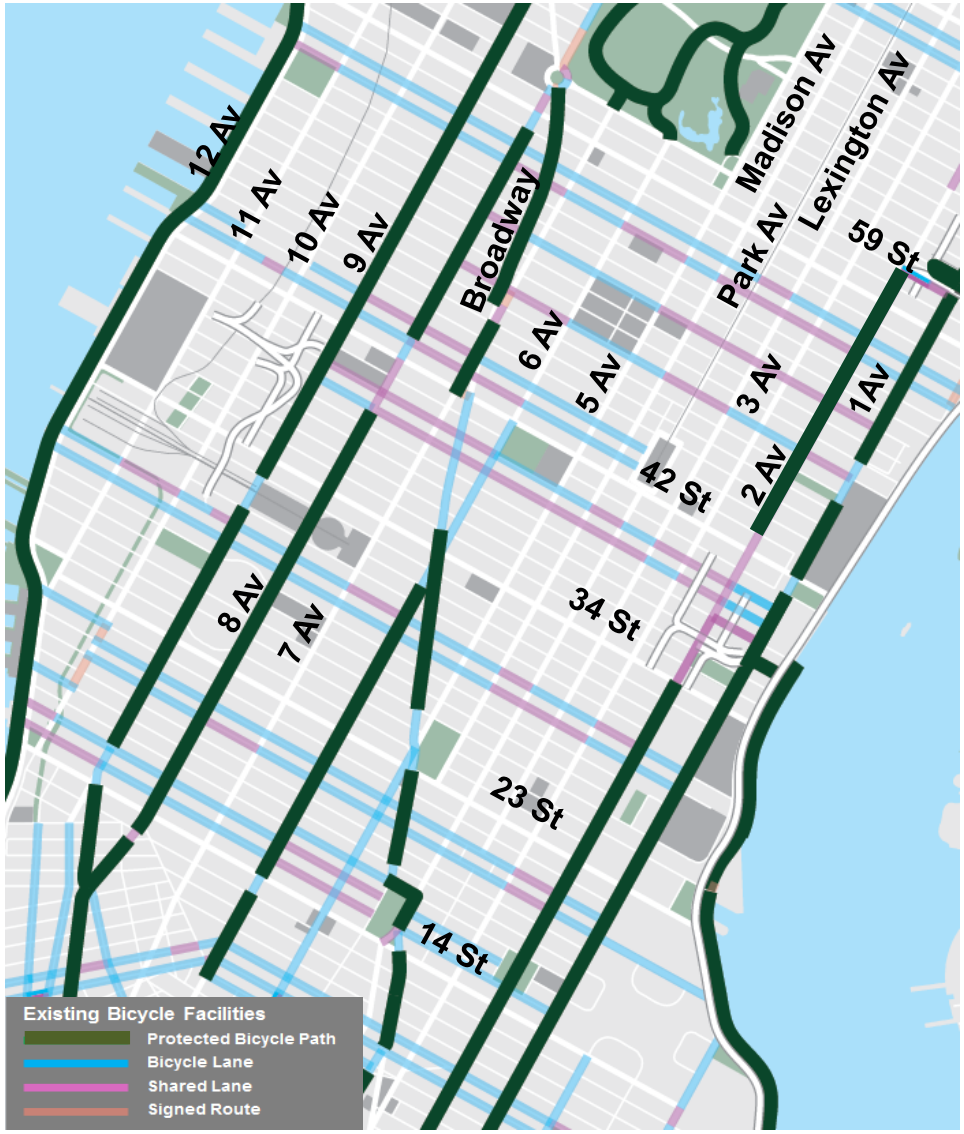


High Pedestrian Volumes

Inadequate Bike Facilities

Midtown Biking

Bike route network established with strong north – south facilities
Lack of cross town options contributes to safety issues



People are biking in Midtown

- More than 25,000 bikes cross 50th St daily, 75% increase from 2006 to 2016
- 9,891 Citi Bike trips start and end in Midtown (compared to 15,837 taxi trips)
- **Bike commuting mode share is 1.9% for Midtown residents, compared to 1.2% citywide**

Biking is an efficient option for trips in Midtown but there are deterrents

- Citi Bikes are faster and cheaper than taxis
- Protected bike lanes on avenues, lack of protected crosstown routes

Safety concerns are a barrier to increased ridership

- 10% more women bike in protected bike lanes than in unprotected bike lanes (50th St count)

Midtown Bicyclist Safety
Cyclist Fatalities: 2006 to Present

Cyclist fatalities remain low, despite dramatic growth in cycling citywide

However, the majority of cyclist fatalities have occurred on streets without bike lanes

Recent crashes in Midtown

6/12/2017 W 26th St between 7th and 8th Aves
No bike lane

6/17/2017 7th Ave at W 29th St
No bike lane

9/11/2017 7th Ave at W 30th St
No bike lane

9/24/2017 21st St at 9th Ave
Conventional bike lane

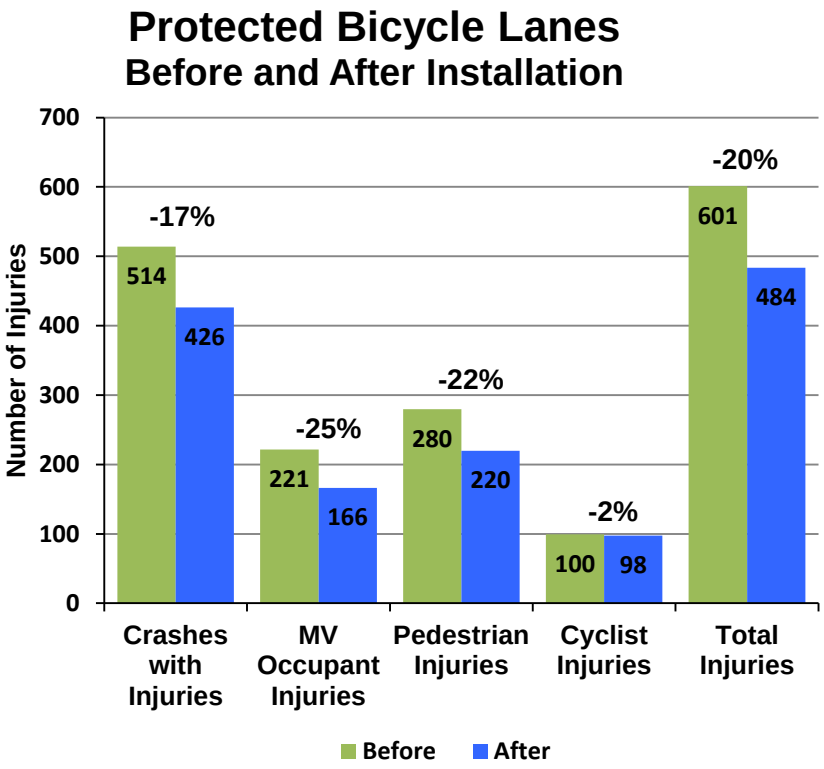
Community Boards 4, 5, and 6 are highest cyclist KSI in Manhattan

Midtown Bicyclist Safety

Protected bike lanes in Manhattan improve safety for all users.

On streets with protected bike lanes:

- Total injuries have dropped by 20%
- Crashes with injuries have been reduced by 17%
- Pedestrian injuries are down by 22%
- Cyclist injuries have decreased even as bicycle volumes have dramatically increased

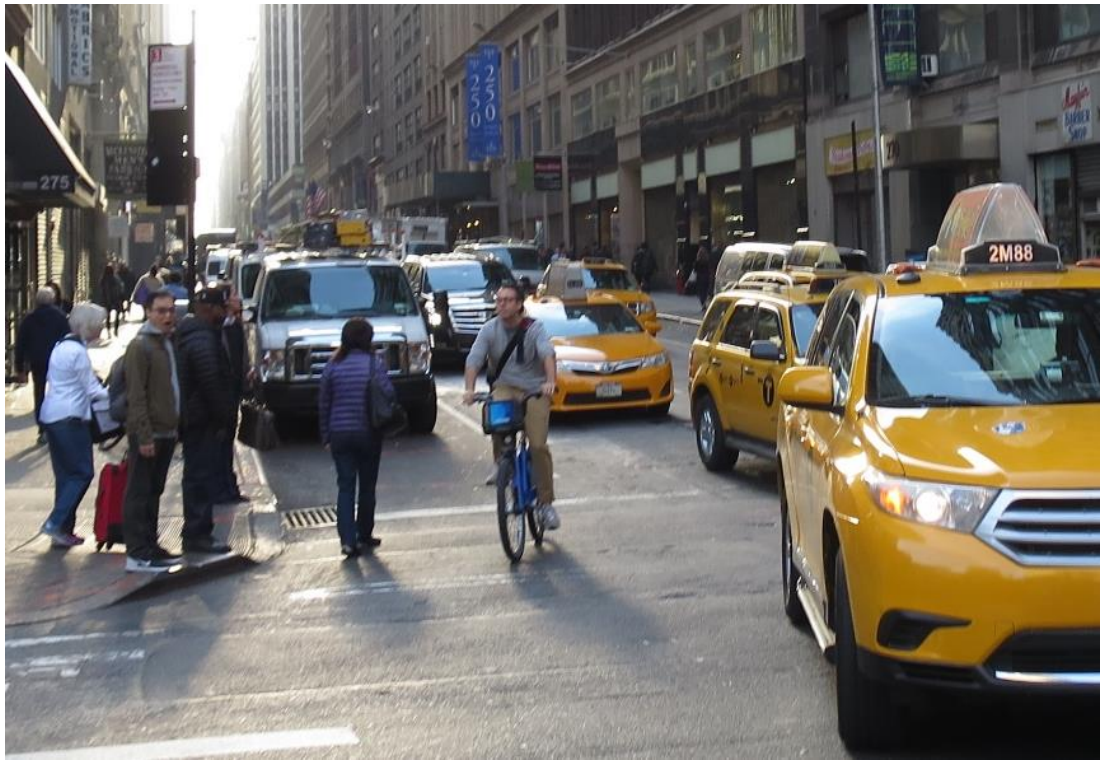


Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th) Note: Only sections of projects that included protected bicycle lanes were analyzed.
Source: NYPD AIS/TAMS Crash Database

Midtown Bicycle Ridership Growth

Ridership has grown in the Citi Bike Service Area

In Midtown, there were 6 million Citi Bike trips in 2017 alone.



Citi Bike data shows:

- ***Yearly subscribers ride frequently around transportation, economic and residential hubs***
- ***Daily users ride to and from tourist hot spots***

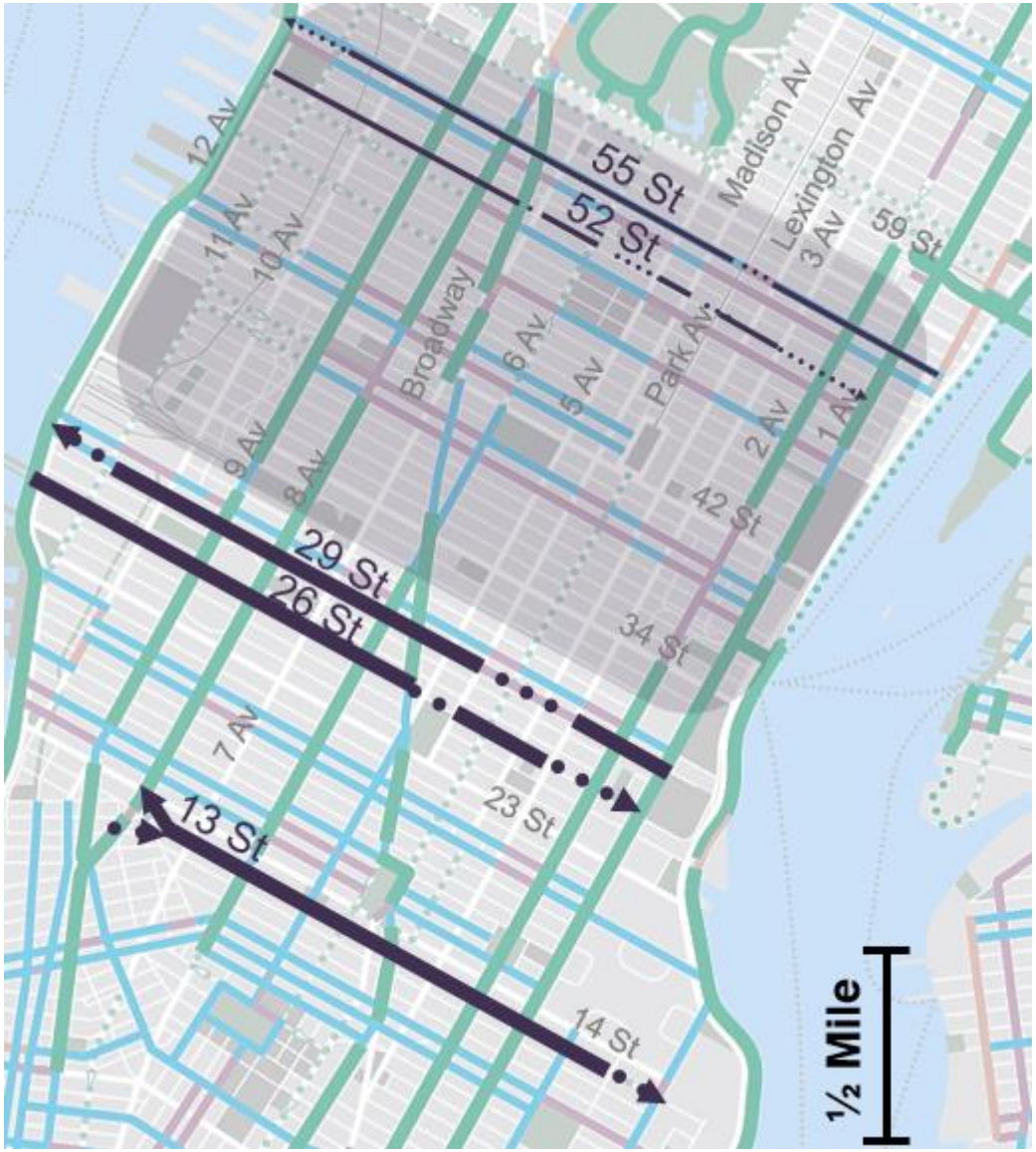
For all trips that begin and end in the Midtown Core, Citi Bikes are at least 2 mph faster and $6 cheaper than taxis.

Proposed Crosstown Routes & Design

2

Crosstown Bike Routes Strategy

Proposed Routes - accessible every ½ mile through Midtown



USq — **Union Square 13th St**
Part of L Train Mitigation

MSq — **Madison Square**
26th St and 29th St
In Development / Planning

CPS — **Central Park South**
52nd St and 55th St
In Development/ Planning

TSq — **Times Square**
Area Under Study
In Development

Protected Bike Lane

Conventional or Shared Bike Lane

Area Under Study

Proposal Overview

Project Goals

- Install new protected crosstown bicycle lanes and upgrade existing bicycle lanes
- Improve crosstown bicycle access to destinations, transit and greenways
- Use redesign to alleviate traffic and loading pressure

Proposed Routes

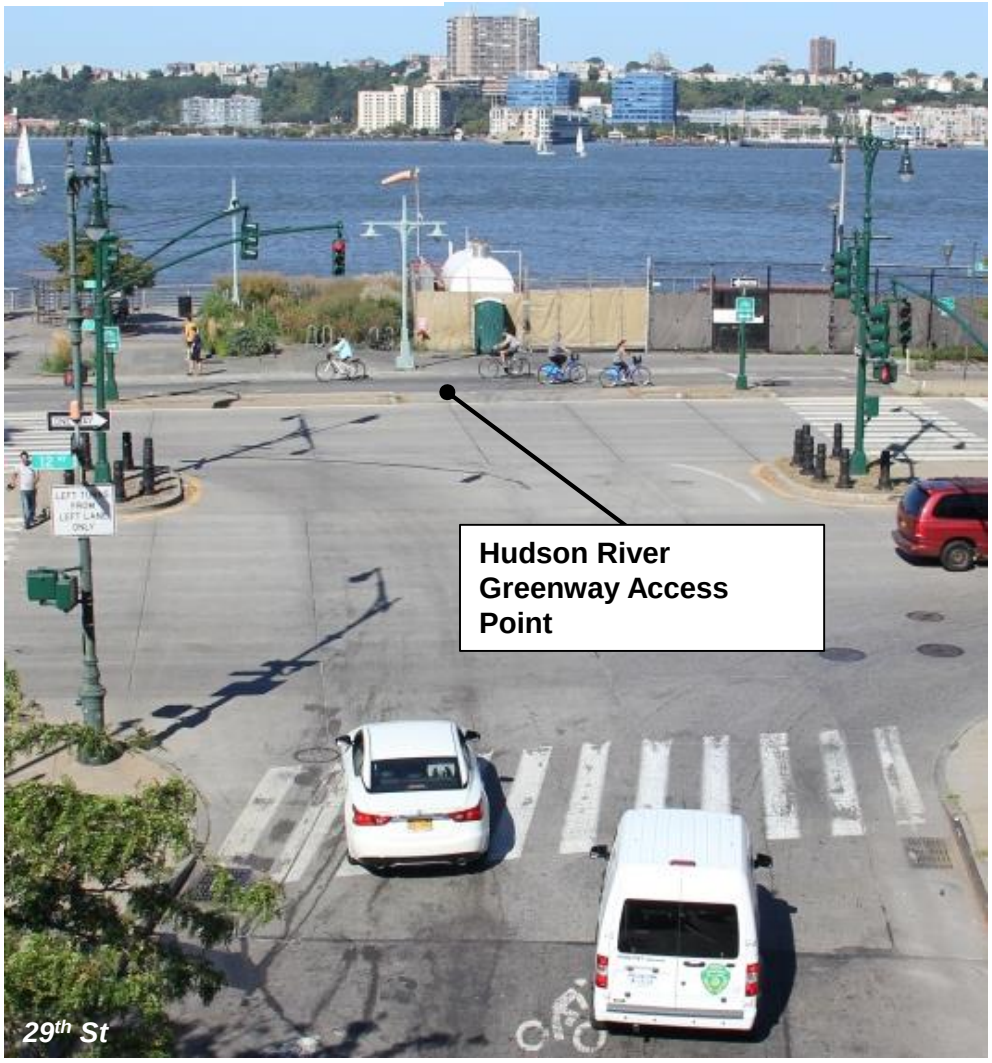
Madison Square Routes

1. 26th St
2. 29th St

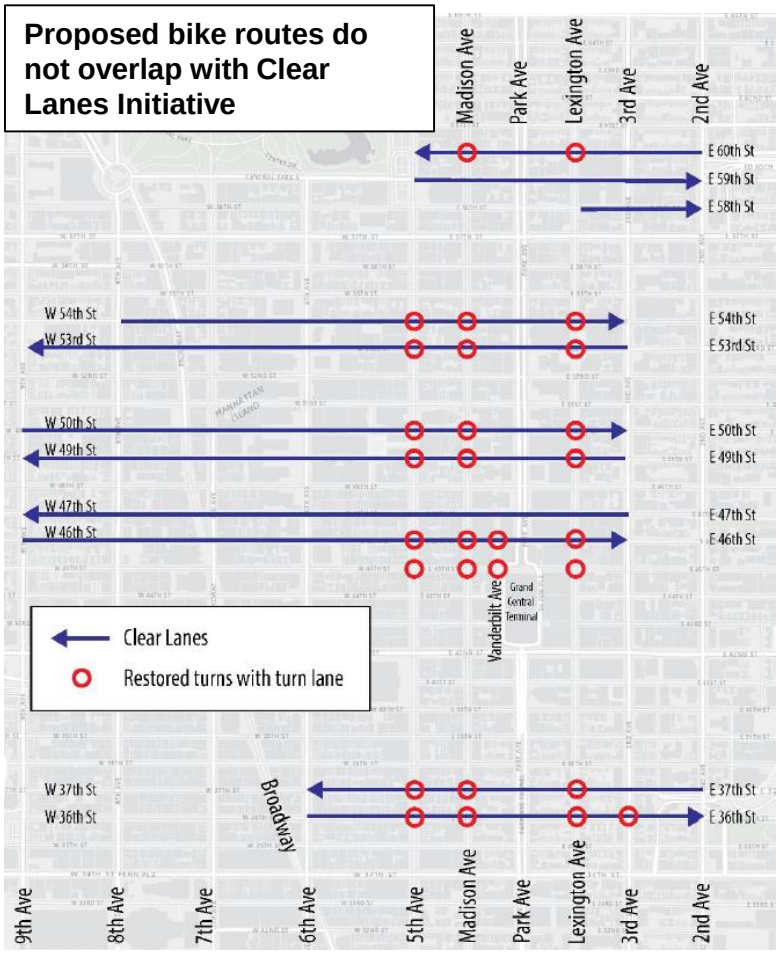
Crosstown Bike Routes Route Selection

Why did we choose these streets?

1. Greenway Connections



2. Complements Congestion Management Plan



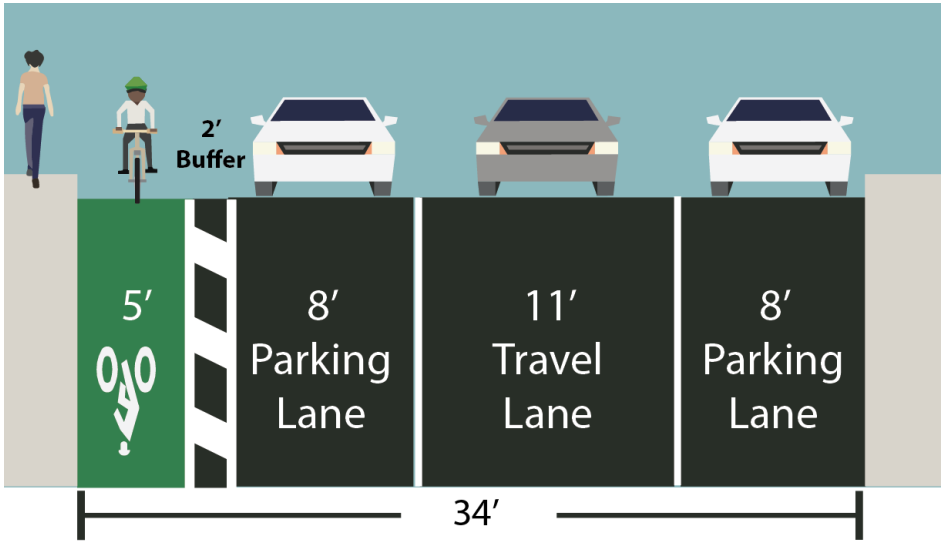
Crosstown Bike Routes Route Selection *continued*

Why did we choose these streets?

3. Street Width and Connectivity

- Uninterrupted from Hudson River Greenway to 1st Avenue
- Wide enough to fit a protected bike lane for most of the corridor
- Have more 34' – wide blocks than adjacent streets

Protected Bike Lane *Typical*



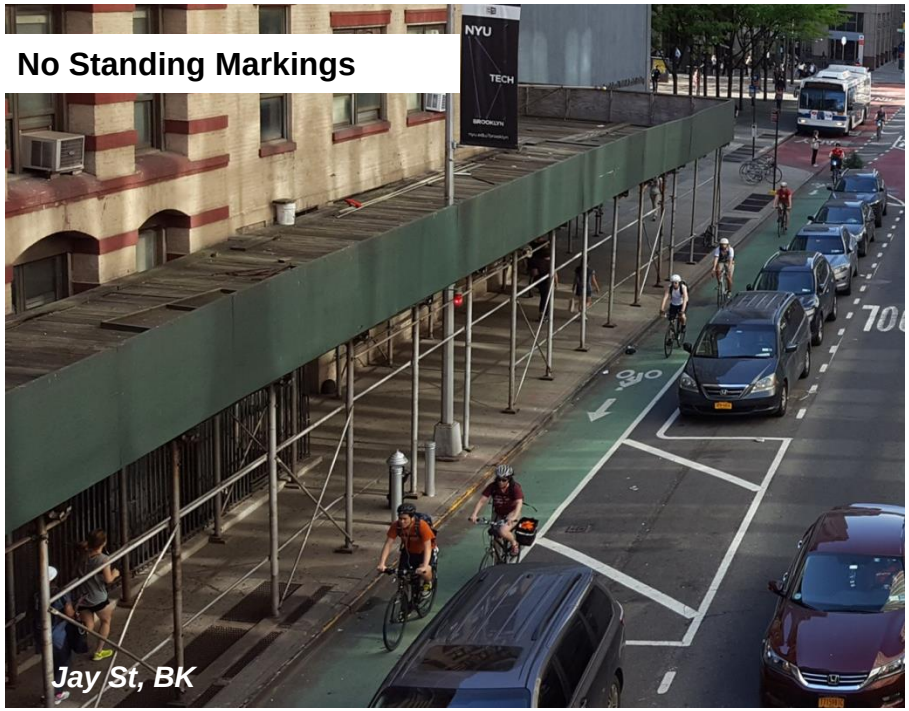
Curb Management

Accommodations for land uses

- Hotels / commercial floating loading
- Theaters / loading zones
- Update parking regulations to mitigate double parking
- Additional locations delineated for pick ups/drop offs
- Maintain emergency access with No Standing zones

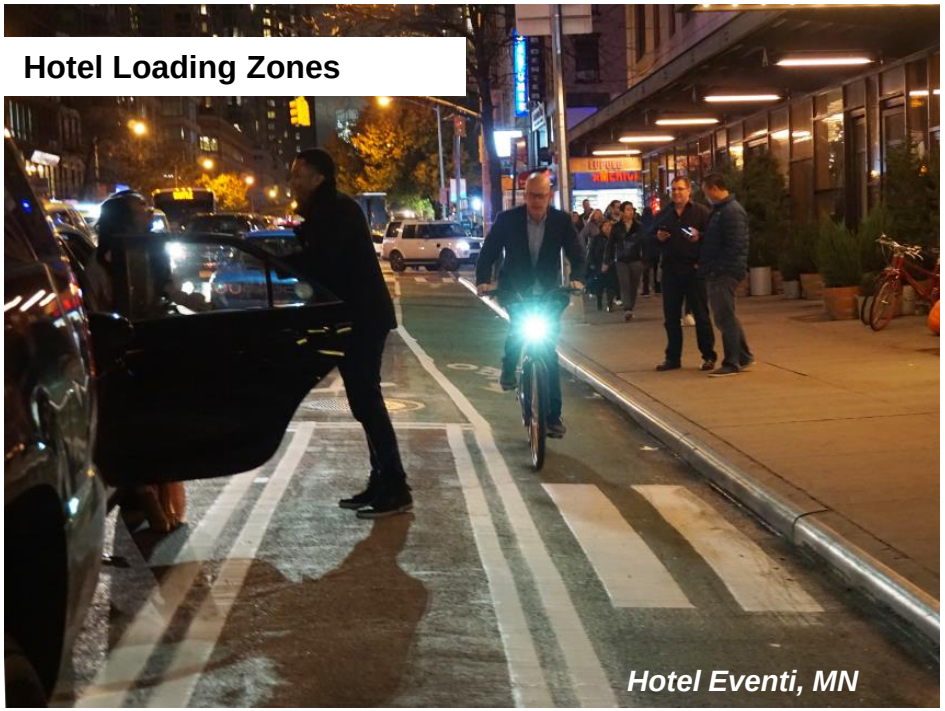
Adjusted Loading Zones

No Standing Markings



Jay St, BK

Hotel Loading Zones



Hotel Eventi, MN

26th St and 29th St

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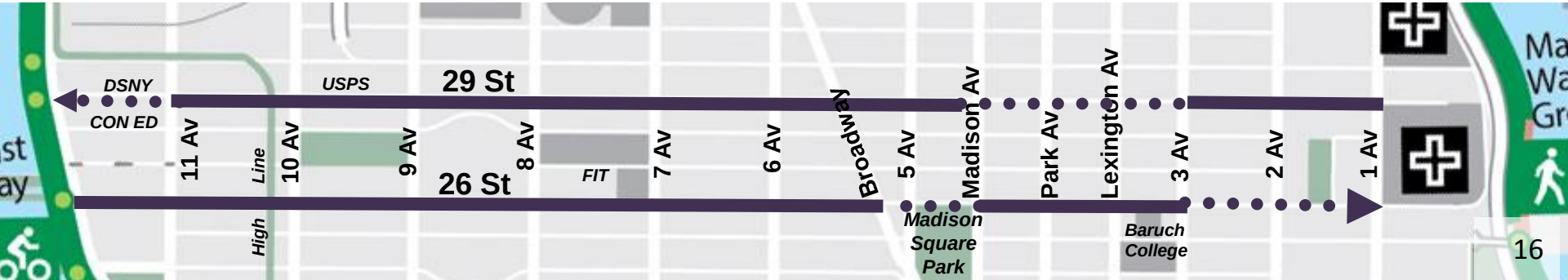
Madison Square Corridor

- Connections to Madison Square Park, Bellevue Hospital, colleges, commercial uses, multi-family residences, industrial uses

MSq

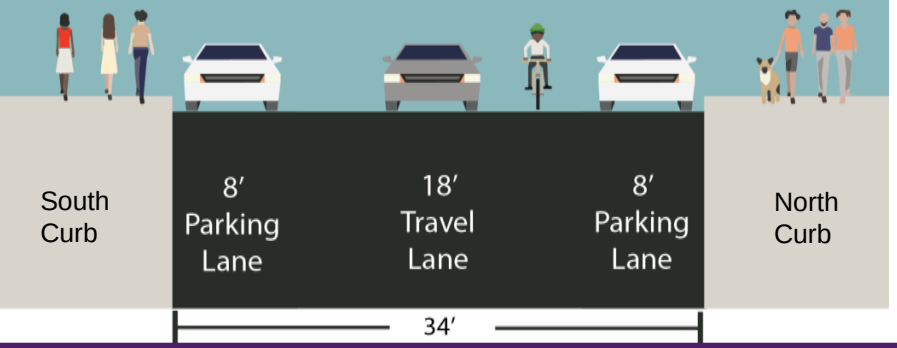
Corridor Characteristics



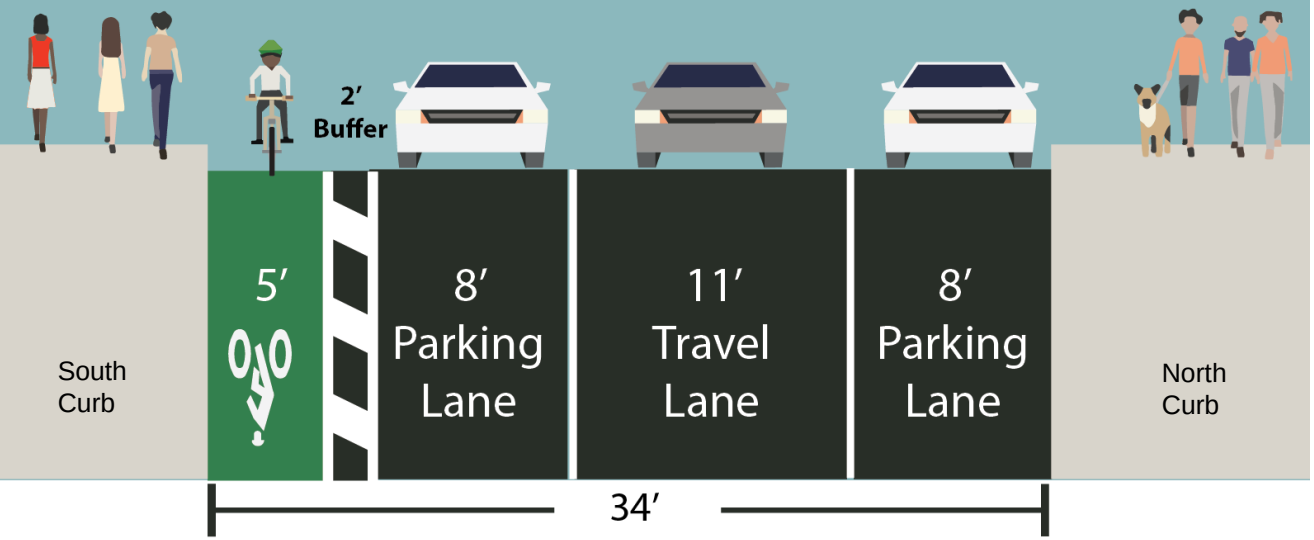
1 26th St

12 Ave – 9 Ave,
8 Ave - Broadway
Madison Ave – 3 Ave

Existing Conditions



Proposed Design

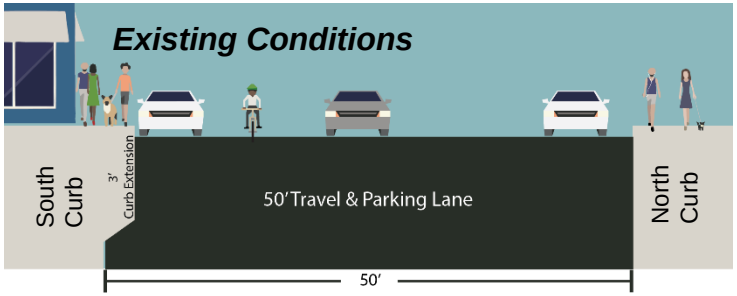


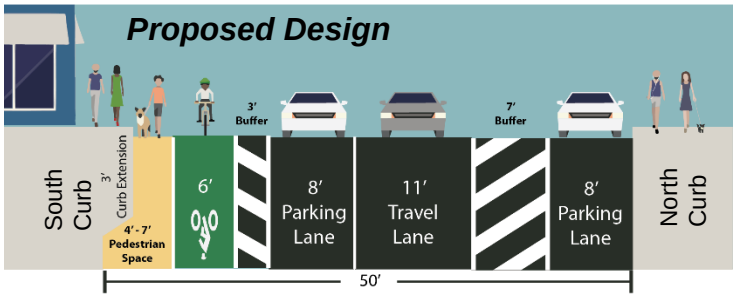
- Land Use: commercial, multi-family residence, colleges
- West side loading docks
- Parking Loss: approximately 2 to 9 spaces per avenue block (commercial / residential regs)
- Intersection Design: mixing zones for right turns across bike lane

1 26th St Atypical Blocks

9 Ave – 8 Ave

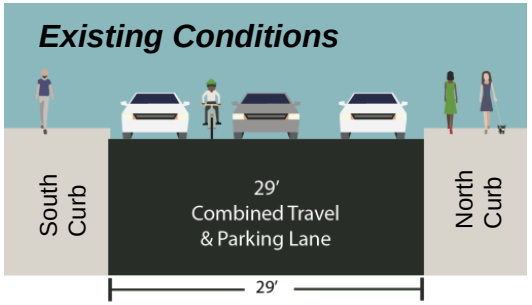
Extra wide block

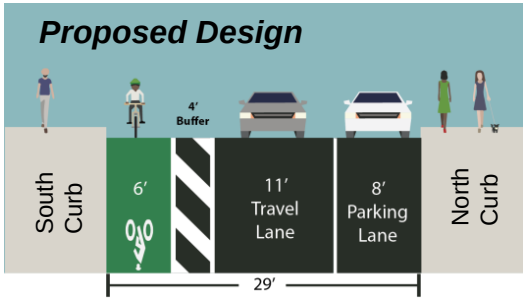




Broadway – Madison Ave, 3 Ave – 2 Ave

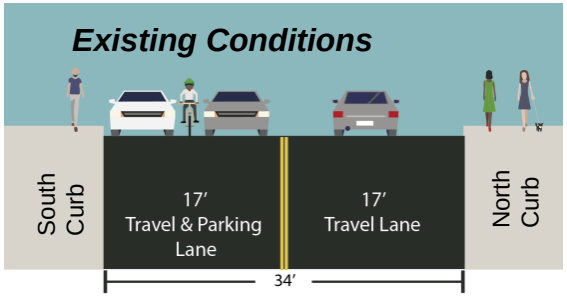
Curbside lane will require parking removal

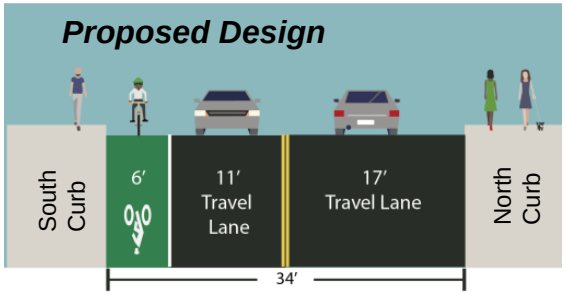




2 Ave – 1 Ave

Two-way block presents alignment challenges, curbside lane will require parking removal

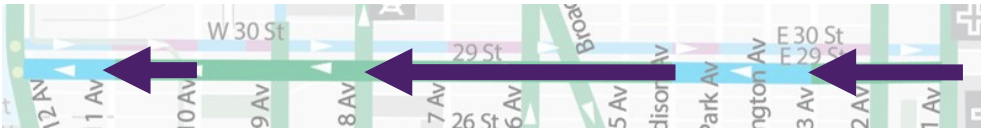




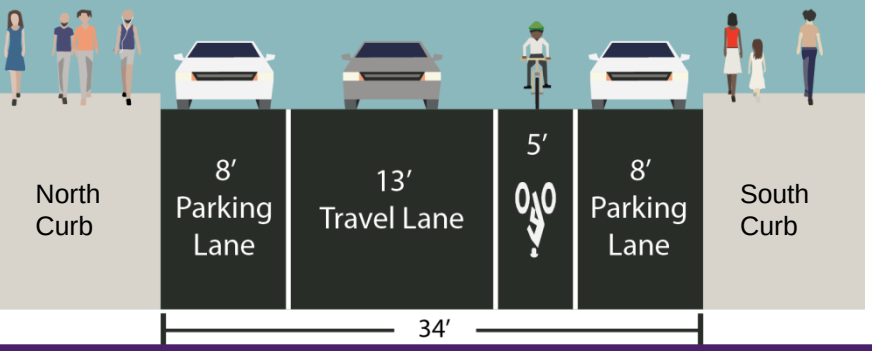
- Land Use: park edge, commercial, multi-family residential
- Intersection Design: mixing zones and right turn lanes
- Parking loss 82 spaces (Broadway– Madison Ave, 3rd Ave – 1st Ave)

2 29th St

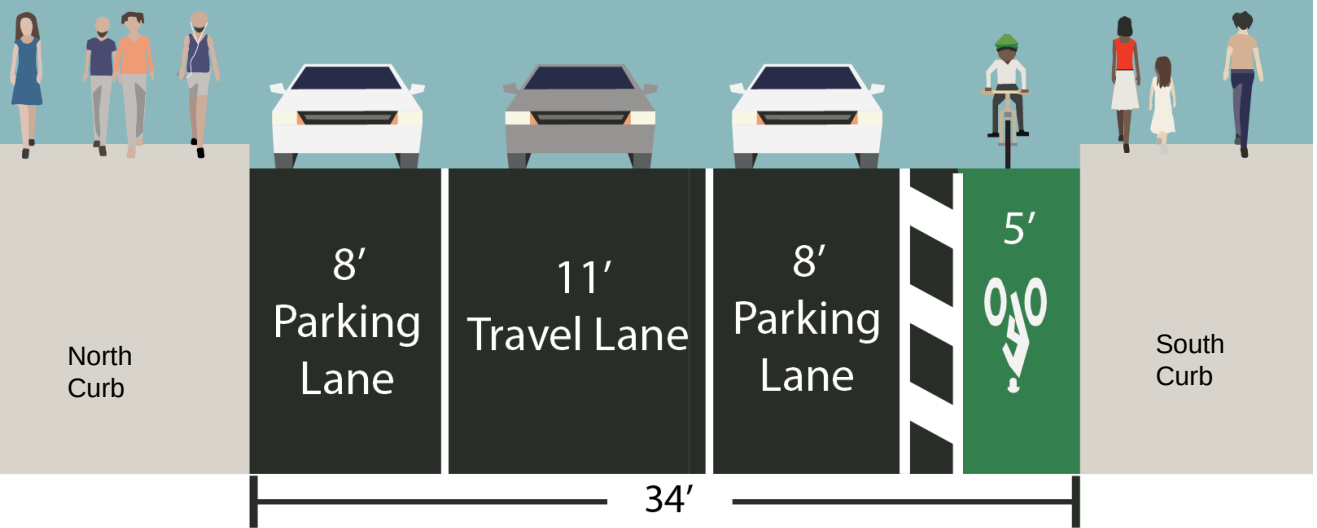
10th Ave – 9th Ave
8th Ave - Madison Ave
3rd Ave – 1st Ave



Existing Conditions



Proposed Design

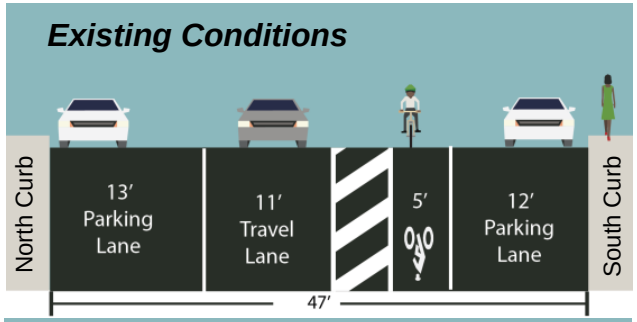


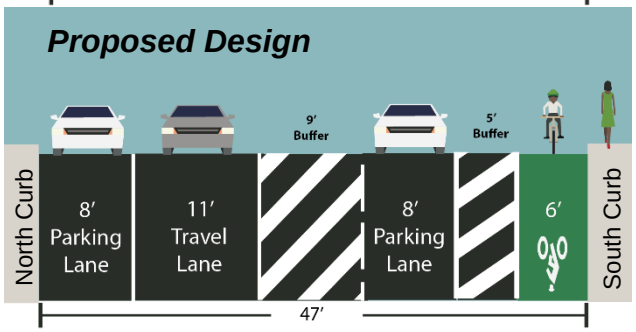
- Land Use: Commercial, Multi-Family Residence
- Enhances existing conventional bike lanes
- Parking Loss: approximately 2 to 8 spaces per avenue block (commercial / residential regs)
- Intersection Design: mixing zones for left turns across bike lane, turn lanes for right turns

2 29th St Atypical Blocks

9 Ave – 8 Ave

Extra wide block

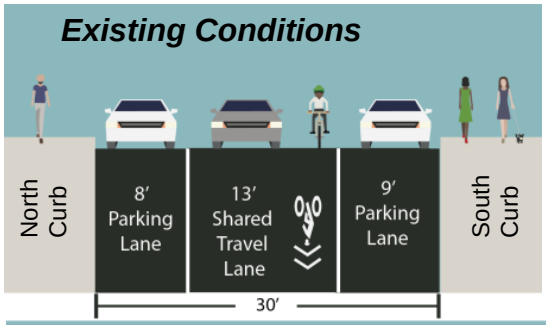


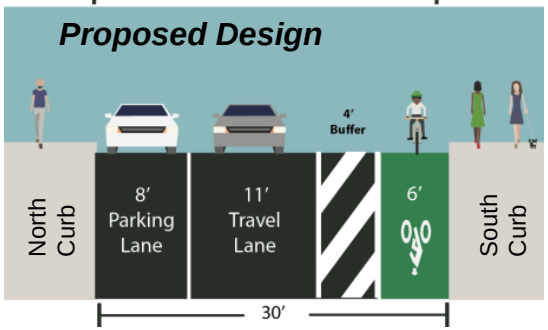


- Land Use: commercial, multi-family residential
- Intersection Design: mixing zones for left turns across bike lane, turn lanes for right turns

Madison Ave – 3 Ave

Curbside lane will require parking removal





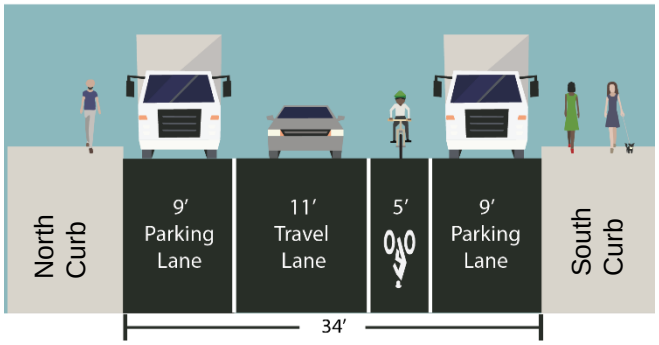
- Parking Loss: 37 spaces (Madison Ave – 3rd Ave)

2 29th St Atypical Blocks

12 Ave – 11 Ave

Parking along both curbs

Existing Conditions

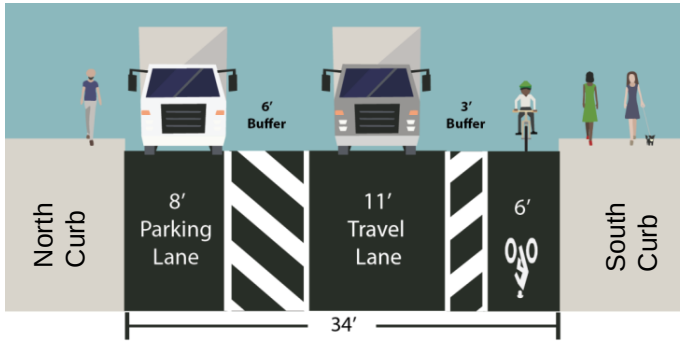


- Intersection Design: left and right turn lanes
- Land Use: industrial - DSNY Parking, Con Edison

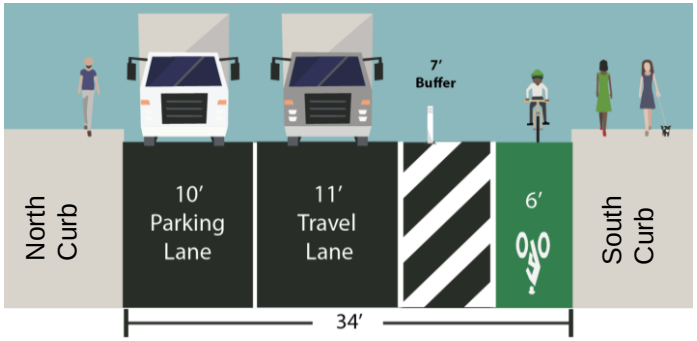
10 Ave – 9 Ave

USPS loading docks on north curb

Existing Conditions



Proposed Design



- Intersection Design: right turn lane
- Land Use: industrial - USPS facility

Summary

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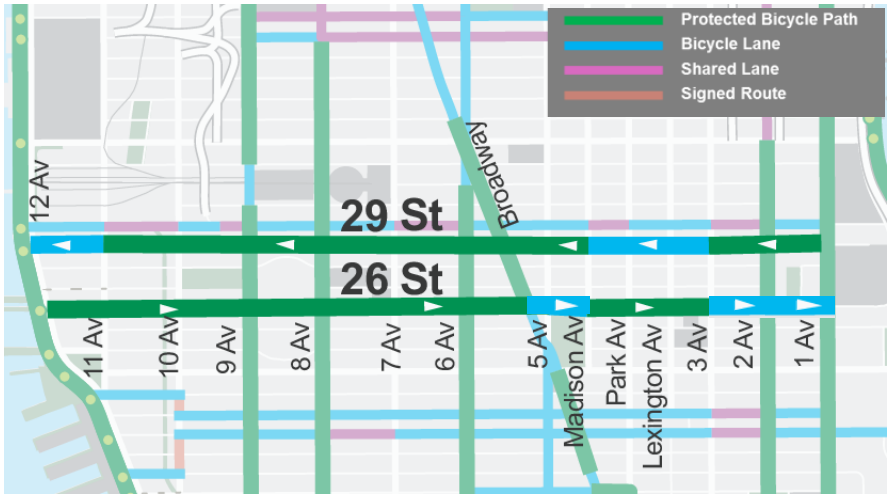
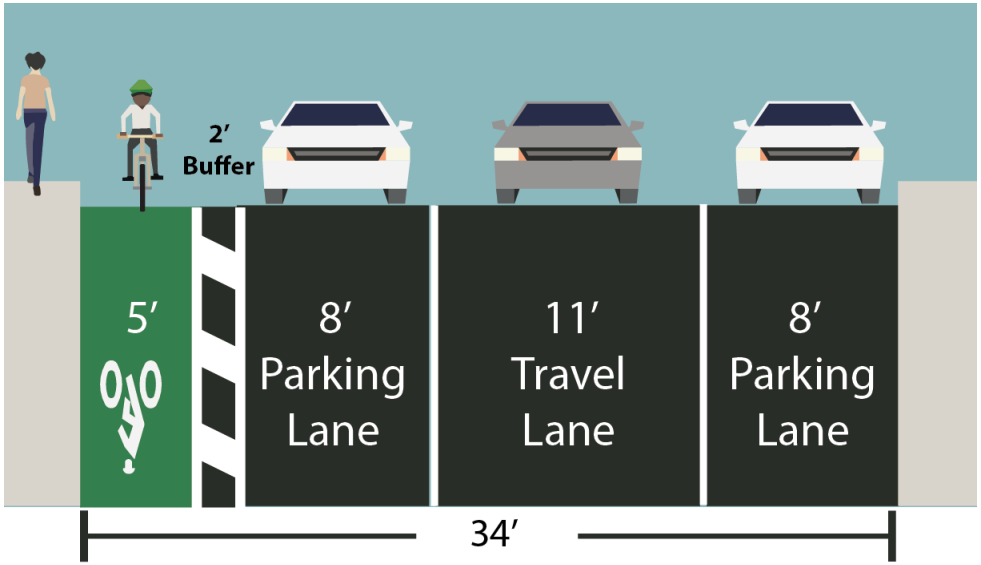
Summary: Proposed Design

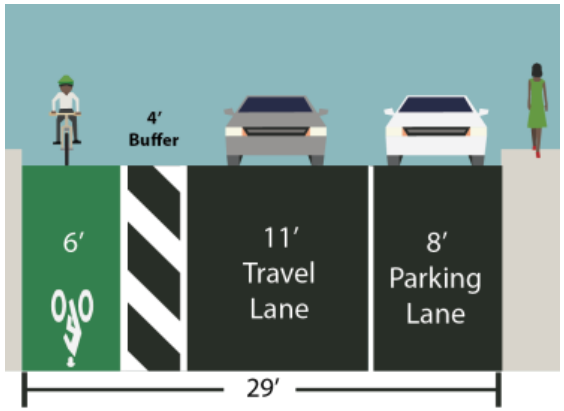
Proposed Bike Routes

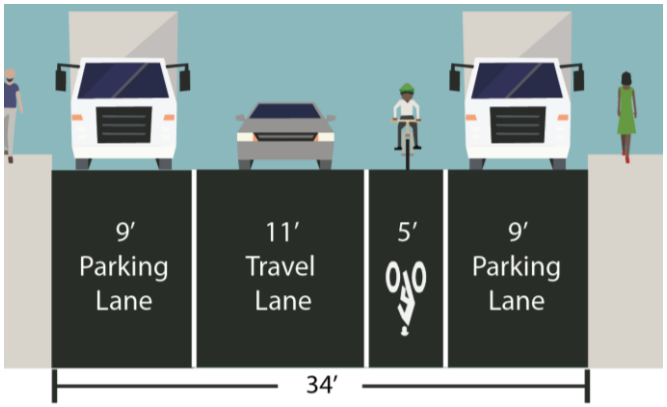


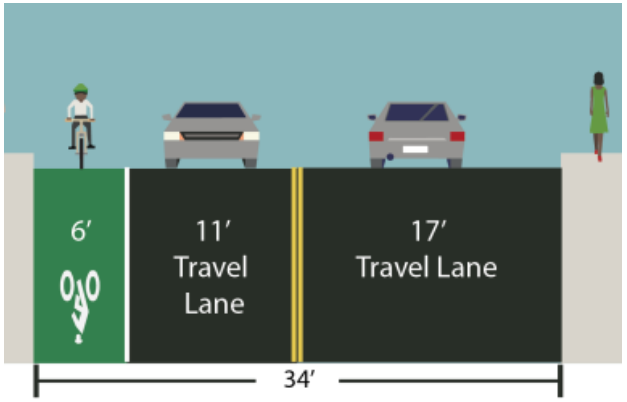
Protected Bike Lane *Typical*



Conventional Bike Lanes *Typical*



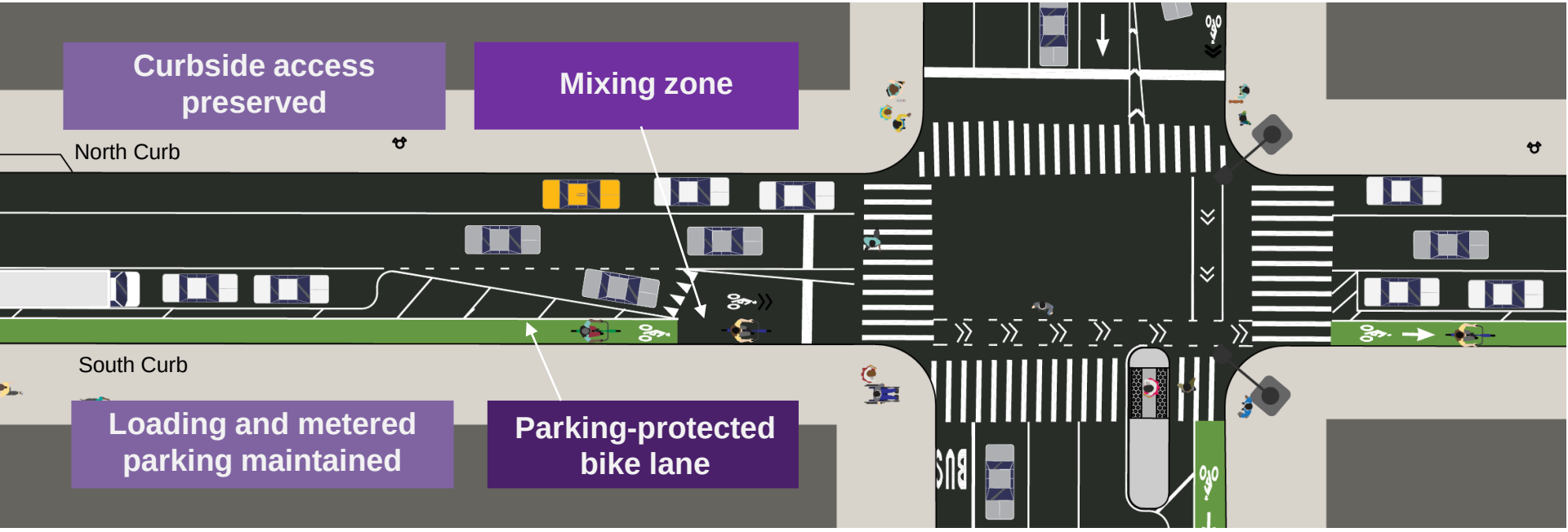




Summary: Proposed Design

Design Benefits

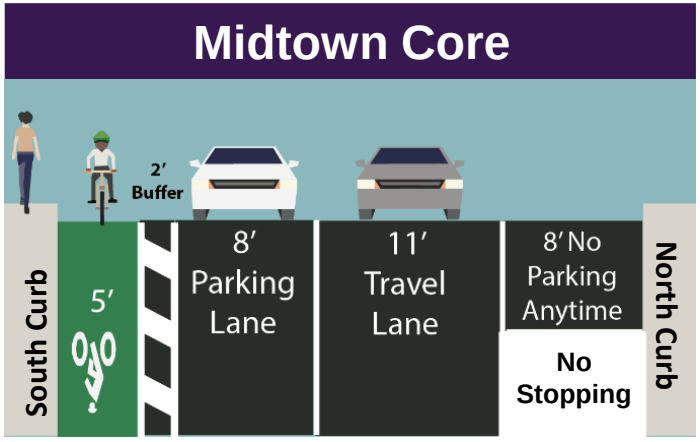
Cyclist Safety	Simplified Vehicular Movements	Curb Management
• Cyclists are separated from traffic by parked cars	• Ease congestion by providing space for turns • Mixing zones reduce back pressure on turning vehicles	• Preserves loading and curbside access

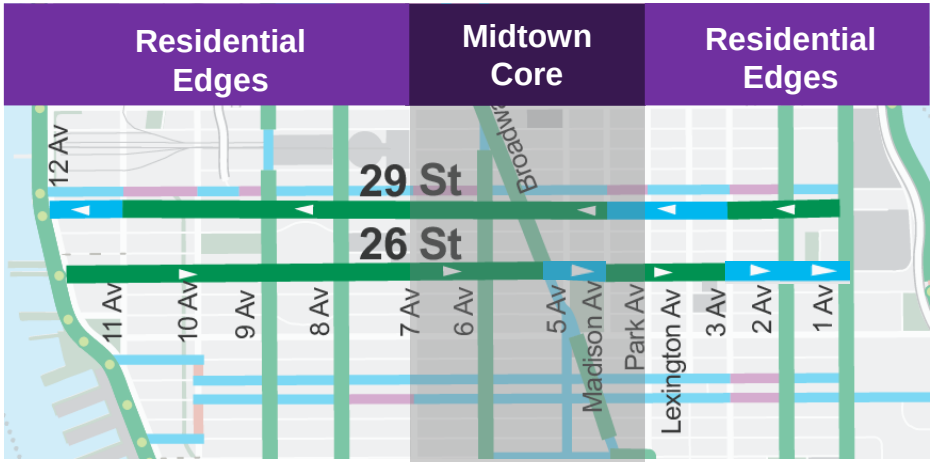


Summary: Making it Work

Curb Management

Remove some long term vehicle storage, but preserve short term curbside access and emergency clearance in the commercial Midtown core blocks

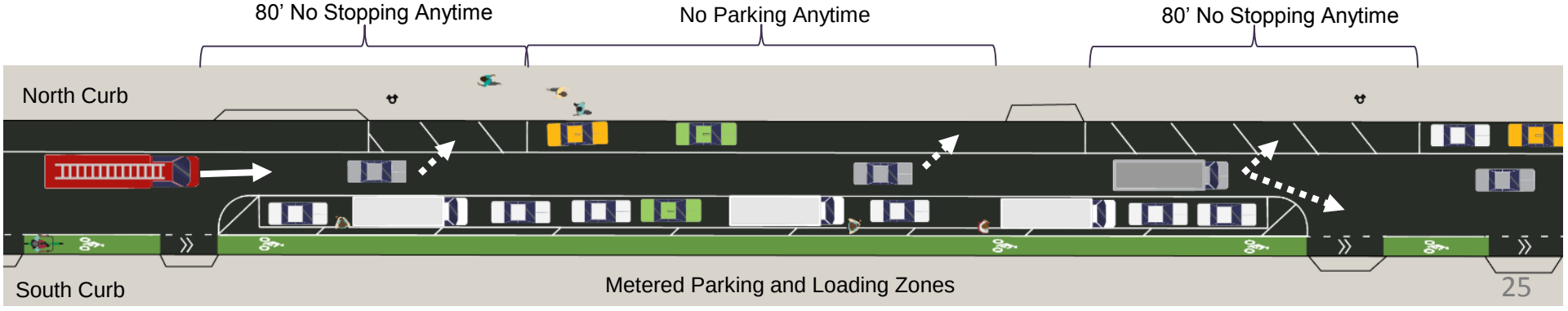




North Curb

- *Restrict curbside use, while allowing short term access*
  - Increase No Parking zones
  - Existing loading zones will have to be maintained where necessary

- *Emergency Access*
  - 80’ No Stopping Anytime zones (2-3 per block, sited at hydrants and driveways to minimize impact)

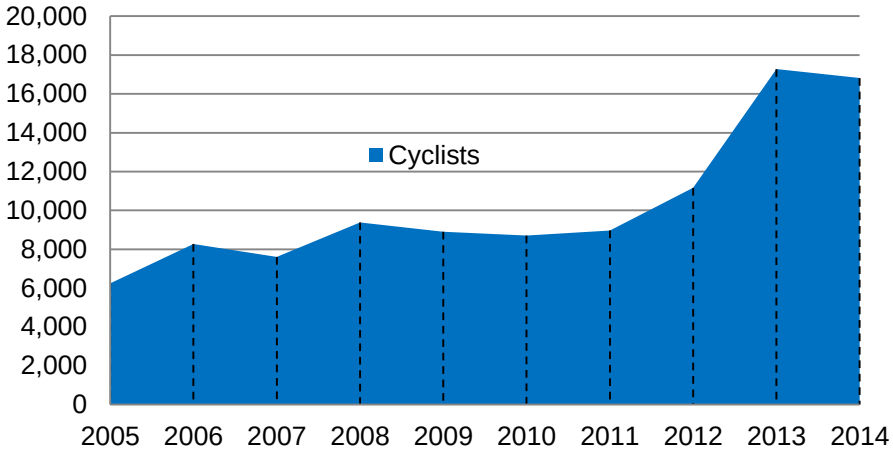


Summary: Making it Work

Congestion Management

- Continue to accommodate growth of midtown bicycle ridership

Manhattan Bike Commuting



Taxis are used heavily in Midtown, but bikes are faster, cheaper, and bicycle ridership is growing

98% Growth in commuting to work by bike in Manhattan between 2010 and 2015, the largest growth of any borough

74.9% Growth in number of cyclists crossing 50th St between 2006 and 2016

31% of adult New Yorkers living near bike share cycled in 2013 and 2014

Next Steps

2018 **Winter**

- Community Board Presentations *(26th St, 29th St)*
- Design Adjustments made with Community Feedback
- Finalize Central Park South Corridors *(55th St, 52nd St)*

Spring - Summer

- Updated Community Board Presentations *(26th St, 29th St, 52nd St, 55th St)*
- Phased Implementation of select routes

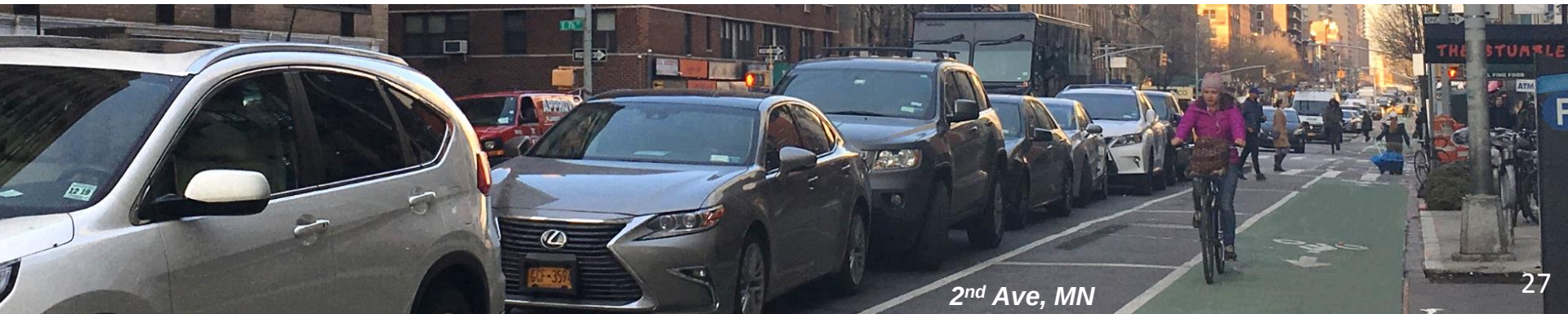
Fall

- Community Board Presentations *(Times Square Corridors)*

2019 **Spring – Fall**

- Complete Implementation of all Crosstown Routes

Note: 13th St will be presented during L Train Mitigation project outreach



THANK YOU!

Questions?

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