MIDTOWN CROSSTOWN PROTECTED BIKE LANE

Presented to Manhattan Community Board 5
March 26, 2018
PRESENTATION OVERVIEW

1. Background
2. Proposed Routes
3. Route Details
4. Summary
Background
Midtown 59th St to 13th St

Heavy commercial activity, transportation hubs, and tourist destinations. Major attractions cause congestion for all users.
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 deterents
- 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)
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 Lanes Before and After Installation

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
Outreach

**January - February**
- Community Board Presentations: CBs 4, 5 & 6

**March**
- Site visits with residents, businesses, studios, neighborhood association, BID, institutions, NYPD, and elected officials on 26th Street and 29th Street
- Ongoing adjustments to Midtown Crosstown project proposal in response to community feedback
- Updated Community Board Presentation: CB 5
Proposed Crosstown Routes & Design
Crosstown Bike Routes  Strategy

Proposed Routes - accessible every ½ mile through Midtown

Union Square  
13th St  
Part of L Train Mitigation

Madison Square  
26th St and 29th St  
In Development / Planning

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

Times Square  
Area Under Study  
In Development

Protected Bike Lane
Conventional or Shared Bike Lane
Area Under Study
Midtown Crosstown Routes

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

Map showing proposed routes at 26th St and 29th St.
Greenway Connections

Hudson River Greenway Access Point

Complements Congestion Management Plan

Proposed bike routes do not overlap with Clear Lanes Initiative

- Clear Lanes
- Restored turns with turn lane
Crosstown Bike Routes  
Route Selection continued

Why did we choose 26th St and 29th St?

Continuity
Uninterrupted Crosstown Streets

Connectivity
- Hudson River Greenway Access
- Connection to 1st Ave Bike Lane

Eastbound Route – 26th St

30th St issues:
- Lincoln Tunnel access on north curb
- Angled Parking on south curb

24th St issues:
- Median at 11th Ave blocks greenway access
- Madison Sq Pk requires reroute
Crosstown Bike Routes  Route Selection continued

Why did we choose 26th St and 29th St?

Street Widths

- 34’ allows for protected bike lane on a one-way street with parallel parking on both sides
- Narrower blocks would require parking removal on one side
- 26th St has the most blocks (10) that fit a protected bike lane without removing a travel lane or parking lane

Protected Bike Lane  Typical
Crosstown Bike Routes  Route Selection continued

Why did we choose 26th St and 29th St?

Street Widths

- 26th St is wide enough to fit a protected bike lane for most of the corridor

Eastbound Route – 26th St

Protected Bike Lane Feasible:
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

No Standing Markings

Hotel Loading Zones

Adjusted Loading Zones
Crosstown Bike Routes Design continued

Curb Management

Preserve short term curbside access and emergency clearance in the commercial Midtown core blocks

Midtown Core

North Curb
- Restrict curbside use, while allowing short term access
  - Increase No Standing zones
  - Existing loading zones will be maintained where necessary

South Curb
- 5’ Parking Lane
- 8’ Travel Lane
- 8’ Parking Lane
- No Standing

North Curb
- 80’ No Standing Anytime
- Short Term Commercial Loading (1 Hour)

South Curb
- 80’ No Standing Anytime
- Metered Parking and Loading Zones

• Emergency Access
  - 80’ No Standing Anytime zones (2-3 per block, sited at hydrants and driveways to minimize impact)
Crosstown Bike Routes Design

Curb Management

Accommodations during construction

• Temporary markings or vertical elements can be used to maintain vehicle lane and reroute bike traffic around construction

• MPT (Maintenance and Protection of Traffic) design is dependent on street design, road width and adjacent construction
11ft lanes are to be considered the typical lane width for New York City streets when making design changes. 11ft lanes are adequate on roadways where the speed limit is 30 mph, adequate on truck and bus routes, and generally adequate for all traffic operations.

Wider lanes should only be used on higher speed roadways. In many cases, lanes narrower than 11ft should be considered preferred.

Tractor-trailer vehicle combinations not exceeding 13’6” in height, 8’ in width, and 55’ in length can travel on interstates and truck routes (NYC DOT Truck Size and Weight Restrictions)

Kent Ave, BK
26th St and 29th St
Madison Square Corridor

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

26th Street & 29th Street
26th St and 29th St

Crosstown Bike Routes in Community District 5

26th Street

A 8 Ave – 7 Ave

Existing Design

- North Curb
- South Curb
- 34' Combined Travel & Parking Lane

Proposed Design

- North Curb
- South Curb
- 8' Parking Lane
- 11' Travel Lane
- 8' Parking Lane

B 7 Ave – Park Ave

Emergency Access Zones

Existing Design

- North Curb
- South Curb
- 34' Combined Travel & Parking Lane

Proposed Design

- North Curb
- South Curb
- 8' Parking Lane
- 11' Travel Lane
- 8' Parking Lane

C Broadway – Madison Ave

Existing Design

- North Curb
- South Curb
- 29' Combined Travel & Parking Lane

Proposed Design

- North Curb
- South Curb
- 6' Parking Lane
- 11' Travel Lane
- 8' Parking Lane

Madison Square Park

22nd Street

26th Street

8 Ave

7 Ave

6 Ave

Broadway

5 Ave

Madison Ave

Park Ave

Lexington Ave
Crosstown Bike Routes in Community District 5

29th Street

A  8 Ave – 7 Ave

Existing Design

North Curb  8' Parking Lane  13' Travel Lane  5'  8' Parking Lane  South Curb

Proposed Design

North Curb  8' Parking Lane  11' Travel Lane  8' Parking Lane  5'  South Curb

B  7 Ave – Madison Ave

Existing Design

North Curb  8' Parking Lane  13' Travel Lane  5'  8' Parking Lane  South Curb

Proposed Design

North Curb  11' Travel Lane  8' Parking Lane  5'  South Curb

C  Broadway – Madison Ave

Existing Design

North Curb  8' Parking Lane  13' Shared Travel Lane  9' Parking Lane  South Curb

Proposed Design

North Curb  8' Parking Lane  11' Travel Lane  6'  South Curb

Emergency Access Zones

26th St and 29th St
Design Benefits

<table>
<thead>
<tr>
<th>Cyclist Safety</th>
<th>Simplified Vehicular Movements</th>
<th>Curb Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Cyclists are separated from traffic by parked cars</td>
<td>• Ease congestion by providing space for turns</td>
<td>• Preserves loading and curbside access</td>
</tr>
<tr>
<td></td>
<td>• Mixing zones reduce back pressure on turning vehicles</td>
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- Curbside access preserved
- Mixing zone
- Loading and metered parking maintained
- Parking-protected bike lane
### 26th Street

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Bike Lane Design</th>
<th>North Curb</th>
<th>Parking Spaces Removed</th>
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<tbody>
<tr>
<td>8th Ave</td>
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<tr>
<td>Park Ave</td>
<td>Lexington Ave</td>
<td>4</td>
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</table>

**Total spaces** 46 16

- Short-term curbside access retained
- Spaces open up more frequently
- No Standing zones allow for emergency access

### 29th Street

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Bike Lane Design</th>
<th>North Curb</th>
<th>Parking Spaces Removed</th>
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**Total spaces** 39 23
Congestion Management

- Continue to accommodate growth of midtown bicycle ridership

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
Midtown Crosstown

Next Steps

2018  **Winter**
- Community Board Presentations (*26th St, 29th St*)
- Design Adjustments made with Community Feedback

**Spring - Summer**
- Finalize Central Park South Corridors (*55th St, 52nd St*)
- 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
THANK YOU!

Questions?