38TH, 39TH ST MICROMOBILITY UPGRADES

Presented to Manhattan Community Board 5
May 2024
Presentation Overview

1. Background
   *Crosstown Protected Bike Lanes*

2. Proposal
   *38th, 39th St*
   *Micromobility Update*

3. Next Steps

4. Appendix
Background
Project History

**2018**

**Bike Network Improvements**

to install protected curbside bike lanes on 12th St and 13th St, the start of crosstown bike route installs in Manhattan

**2018**

**Crosstown Bike Route** installation of curbside protected bike lanes on 26th and 29th St

**2019**

**Crosstown Bike Route** installation of curbside protected bike lanes on 52nd, 55th St in Manhattan

**2021**

**Crosstown Bike Route** installation of curbside protected bike lanes on 38th, 39th St in Manhattan

**2022-23**

**Design Updates** coordination with stakeholders for refinement to 38th, 39th St and other crosstown locations for loading zones

**2024**

**38th, 39th St Micromobility Upgrade**

Outreach and Implementation
Overview

Project Goals

NYC DOT return to install improvements of existing bike lanes on 38th, 39th St protected bike lanes in Times Square

- **Upgrade** on-street bicycle lane between 8 Ave and Madison Ave
- **Expand** micromobility access on commercial corridors
- **Improve** road safety for cyclists adjacent to commercial activity
- **Reduce** double parking and congestion at drop-off areas

Crosstown Protected Bike Lanes - accessible every ½ mile through Midtown
Connect to the Core

2024 Plan to provide safer, greener and more convenient access to the Manhattan Central Business District

Commutes into the CBD have returned to pre-COVID levels

- 64% of pre-COVID weekday subway ridership
- 70% of office visits by employees
- Increase in cycling by 20% between 2019 and 2022.
- 26,000 daily cyclists entering the CBD via the East River bridges in 2023

Recently installed protected bike lane connections to Queensboro, Williamsburg, Manhattan and Brooklyn Bridges

- Centre St., Lafayette
- Brooklyn Bridge
- Crescent St
- Northern Blvd

And other protected bike lane SIPs between 2021 and 2023, detailed below:

Micromobility

Plan to expand e-scooter access in all boroughs following the successful launch of 2020 East Bronx E-Scooter Pilot program

Key Findings from 2022 Study of Pilot:

1.3 million rides with no fatalities and few serious injuries in the East Bronx following deployment of 12,000 E-Scooters in East Bronx Pilot

- Commercial corridors in the pilot region had the highest number of trips

- 30% of E-Scooter users reported feeling safer riding on the sidewalk, indicating a need for supporting infrastructure

NYC DOT commitment to provide “last-mile” connections for Micromobility users using bicycle infrastructure and other safety improvements
Green Wave: A Plan for Cycling in New York City

- Nearly 90% of fatalities happened on streets without bike lanes
- 60% of fatalities happened at intersections
  - 23% involved a vehicle turn
  - 16% involved a driver’s failure to yield the right of way

Green Wave Plan:

Citywide Protected Bike Lane Network:
- Build 30 miles of protected bicycle lane annually
- Build 75 miles of bicycle infrastructure in 10 Bicycle Priority Districts (7 in Brooklyn, 3 in Queens) by 2022

Better Design:
- Implement new design standards based on national & international best practice to enhance safety at intersections
- Continue piloting new designs with rigorous safety analysis

Education and Outreach:
- Launch next phase of Vision Zero public awareness campaign, educating drivers with a focus on cyclist safety and expand the “Get There” bicycle encouragement/rules of road campaign.
- Educate all street users about safe truck operation on city streets
- Increase helmet giveaways and helmet use encouragement

NYPD Enforcement
- Target enforcement on highest risk activities: speeding, failing to yield, blocking bike lanes, oversized trucks/trucks off route
Background

Existing Conditions

NYC DOT proposal for curbside protected bike lanes on 38th and 39th St between 11 Av and 1 Av in July 2020

- **Summer 2020** announcement of Mayoral Open Restaurant program resulted in suspension of rush hour lane signs between 8 Ave and Madison Ave during 2020-2021 installation of markings
- **Ongoing loading and parking** in the proposed rush hour lane between 8 Ave and Madison Ave
Existing Conditions

*Before and After Bicycle Counts*

<table>
<thead>
<tr>
<th></th>
<th>8th Ave</th>
<th>6th Ave</th>
<th>2nd Ave</th>
</tr>
</thead>
<tbody>
<tr>
<td>12hr Bike Counts</td>
<td>622</td>
<td>700</td>
<td>280</td>
</tr>
<tr>
<td></td>
<td>462</td>
<td>1135</td>
<td>830</td>
</tr>
</tbody>
</table>

**Cycling has increased on 38th, 39th St** following 2021 installation of protected bike lanes

- More cyclist connections from the Hudson River Greenway and 1 Ave protected bike lane
- Established connections to the surrounding protected bike lane network and new routes installed between 2020 and 2023
**Existing Conditions**

**Before and After Traffic Patterns**

**Traffic volumes decreased** on 38th and 39th St following install of protected bike lanes

**Traffic speeds improved** or were typically maintained on 38th and 39th St following install of protected bike lanes
Existing Conditions

Curbside Management

- No Standing Zones installed on both sides of 26th, 29th, and 52nd, 55th St crosstown protected bike lanes maintain curb access with lane reduction along the corridors.

Designing for Curb Access

- Accommodates pick ups/drop offs
- Provides emergency access
- Eases congestion during peak vehicular demand

Analysis of loading zones on 29th St revealed less than 40% occupancy of loading zones at all times of day.

More than half of all drivers (53%) stopped for 5 minutes or less.

Similar use observed on 26th, 52nd, 55th crosstown routes following install of protected bike lane.

No Standing Zones on 38th, 39th St

- Metered parking maintained in proposed rush hour lane with 2020 install
- Does not meet expected demand with the design precedent established by previous crosstown protected bike lanes

Field observations of NSA zones on 38th, 39th St revealed 55% of vehicles stopped for less than 1 minute.

15% of drivers occupied the NSA zones for greater than 5 minutes.

Demand for updates to design to accommodate existing land use and reduce congestion.
Crosstown Protected Bike Lanes

Post-implementation

2018

26th St between 6 Ave and Broadway

- Number of cyclists increased
- Vehicle travel times typically maintained
- Curbside uses accommodated by new regulations
- Design elements replicable yet flexible for Midtown context
- Stakeholder requests for hotel loading zone improvements on previous crosstown bike routes sets precedent for future locations

2019

52nd St between 8th Ave and Broadway

2021 – 2024 Upgrades

38th St between 7 Ave and 6 Ave

- Curbside uses maintained
- Number of cyclists increased
- Vehicle travel times improved or maintained
- Observed use provides opportunity for improvements
Proposal
Upgrade Protected Bike Lanes

- Establish NSA zones opposite the protected bike path
- Widen dedicated curbside space for cyclists
- Improve visibility for pedestrians and motorists with edge line along curbside protected bike lane
- Maintain full time parking with NSA zones:
  - 31 spaces on 38th St (8 Ave – Madison Ave)
  - 25 spaces on 39th St (8 Ave – Madison Ave)

38th, 39th St Proposed Typical

**2021 Proposed**

- 11’ Rush Hour Lane
- 11’ Travel Lane
- 9’ Parking Lane
- 4’ 90°

**2024 Proposed**

- 8’ Parking Lane
- 11’ Travel Lane
- 8’ Parking Lane
- 8’ 90°
Proposal

38th, 39th St: 8 Ave to Madison Ave

Improve Loading Zones

- Establish full-time curbside parking lane opposite the protected bike path
- Widen dedicated curbside space for cyclists
- Improve pedestrian pick-up and drop-off at established loading zones
- Provide daylighting to reduce double parking and lane blockages at pick-up and drop-off zones

38th, 39th Hotel Loading Zones

2021 Proposed

39th St, 5 Ave – Madison Ave

2024 Proposed

38th St & 1 Ave – Hospital Loading Zone
Summary
NYC DOT return to 38th, 39th St protected bike lane design to:

- **Establish** NSA Zones in curbside parking between 8 Ave and Madison Ave
- **Widen** curbside protected bike lane in commercial areas of the crosstown corridors
- **Improve** pick-up and drop-off at hotel loading zones
- **Provide** daylighting at loading zones and intersection approaches
Next Steps

2024

Winter 2024
• NYC DOT monitoring, field observations

Spring
• Community Board 5 Presentation

Summer
• Install Micromobility Upgrade of 38th, 39th St Crosstown Route
THANK YOU!

Questions?
Appendix
Before and After Bicycle Counts

12hr Bike Counts  7a – 7p  Before: November 2019, 48 degrees F  After: December 2023, 44 degrees F

6 month before/after due to Covid-19 halt on data collection.
### 38th St and 39th St – Traffic Patterns Before/After

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Average Hourly Volume (V)</th>
<th>Average Speed (mi/h)</th>
<th>Time of Day</th>
<th>Average Hourly Volume (V)</th>
<th>Average Speed (mi/h)</th>
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<tbody>
<tr>
<td>Peak AM (6am-10am)</td>
<td>Peak AM (6am-10am)</td>
<td>679</td>
<td>6</td>
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<tr>
<td>Mid-Day (10am-3pm)</td>
<td>Mid-Day (10am-3pm)</td>
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<td>Peak PM (3pm-7pm)</td>
<td>Peak PM (3pm-7pm)</td>
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<td>6</td>
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### Streetlights Segment Analysis, 4 Hour Averages

### 38th St and 39th St – Parking Estimates

<table>
<thead>
<tr>
<th>38th St</th>
<th>Parking Remaining (ft.)</th>
<th>Parking Remaining</th>
<th>NSA (ft.)</th>
<th>NSA</th>
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<tbody>
<tr>
<td>9 Av - 8 Av</td>
<td>746</td>
<td>37.3</td>
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<tr>
<td>8 Av - 7 Av</td>
<td>606</td>
<td>30.3</td>
<td>180</td>
<td>9</td>
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<td>7 Av - Broadway</td>
<td>176</td>
<td>8.8</td>
<td>120</td>
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<tr>
<td>Broadway - 6 Av</td>
<td>235</td>
<td>11.75</td>
<td>60</td>
<td>3</td>
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<tr>
<td>6 Av - 5 Av</td>
<td>480</td>
<td>24</td>
<td>191</td>
<td>9.55</td>
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<td>5 Av - Madison Av</td>
<td>312</td>
<td>15.6</td>
<td>60</td>
<td>3</td>
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<td><strong>2024 SIP TOTAL</strong></td>
<td><strong>128</strong></td>
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<td><strong>31</strong></td>
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<table>
<thead>
<tr>
<th>39th</th>
<th>Parking Remaining (ft.)</th>
<th>Parking Remaining</th>
<th>NSA (ft.)</th>
<th>NSA</th>
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<tbody>
<tr>
<td>8 Av - 7 Av</td>
<td>414</td>
<td>20.7</td>
<td>121</td>
<td>6.05</td>
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<tr>
<td>7 Av - Broadway</td>
<td>198</td>
<td>9.9</td>
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<tr>
<td>Broadway - 6 Av</td>
<td>284</td>
<td>14.2</td>
<td>70</td>
<td>3.5</td>
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<td>6 Av - 5 Av</td>
<td>495</td>
<td>24.75</td>
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<tr>
<td>5 Av - Madison Av</td>
<td>358</td>
<td>17.9</td>
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<tr>
<td><strong>2024 SIP TOTAL</strong></td>
<td><strong>87</strong></td>
<td></td>
<td><strong>25</strong></td>
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Protected Bike Lane Improvements

- NYC DOT coordination with ongoing construction on 38th, 39th St. Cyclists routing and protection required.
- Install outstanding markings following completion of construction projects and roadway resurfacings.
- Coordination with business owners to relocate Open Restaurant seating to install protected bike lane markings.
- Update parking regulations to match proposed markings along the corridor.
Curbside Regulation Updates

Updated regulations appear to match usage patterns

Updated Loading Regulations

Allow for varying occupation times on each block as well as potential higher turnover

1 Hour Commercial Loading Zones

- 78% of vehicles on north curb stayed for less than 1 hour

- Most vehicles (72%) on north curb stayed for 30 minutes or less

- Loading zones were fully utilized for most of the day at most locations

6 locations observed in October 2018

NSA Analysis: 26th & 29th Streets

New No Standing Zones

Added to maintain short term curbside access and emergency clearance in commercial Midtown

Occupancy

- 26th St: Drivers stop over often, but are not parked all day - 80% of drivers stay less than 15 minutes

- 29th St: zones are more than 60% clear at all times of day

Duration

- More than half (53%) of all stopovers last 5 mins or less

- 9% of stopovers last for 30 mins – 1 hour

- 4% last for more than an hour

4 locations observed in October 2018
Vehicle travel times

Average speeds on both corridors remained relatively similar

Taxi Speeds collected Nov 2017 and Nov 2018, sample sizes 900 – 12,600

Taxi Speeds collected Nov 2018 and Nov 2019, sample sizes 350 – 5,500
Before and After Bicycle Counts

12hr Bike Counts   7a – 7p  
Before: October 2017, 81 degrees F  After: October 2018, 58 degrees F
Before and After Bicycle Counts

11th Ave
255  205

6th Ave
985  1,063

2nd Ave
461  426

12hr Bike Counts  7a – 7p  Before October 2017, 81 degrees F  After: November 2019, 58 degrees F