



# 38<sup>TH</sup>, 39<sup>TH</sup> ST MICROMOBILITY UPGRADES

Presented to Manhattan Community Board 5  
May 2024



# Presentation Overview

1. Background  
*Crosstown Protected Bike Lanes*
2. Proposal  
*38<sup>th</sup>, 39<sup>th</sup> St*  
*Micromobility Update*
3. Next Steps
4. Appendix



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Background

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## Project History

**2018****Bike Network Improvements**

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

**2018**

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

**2019**

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

**2021**

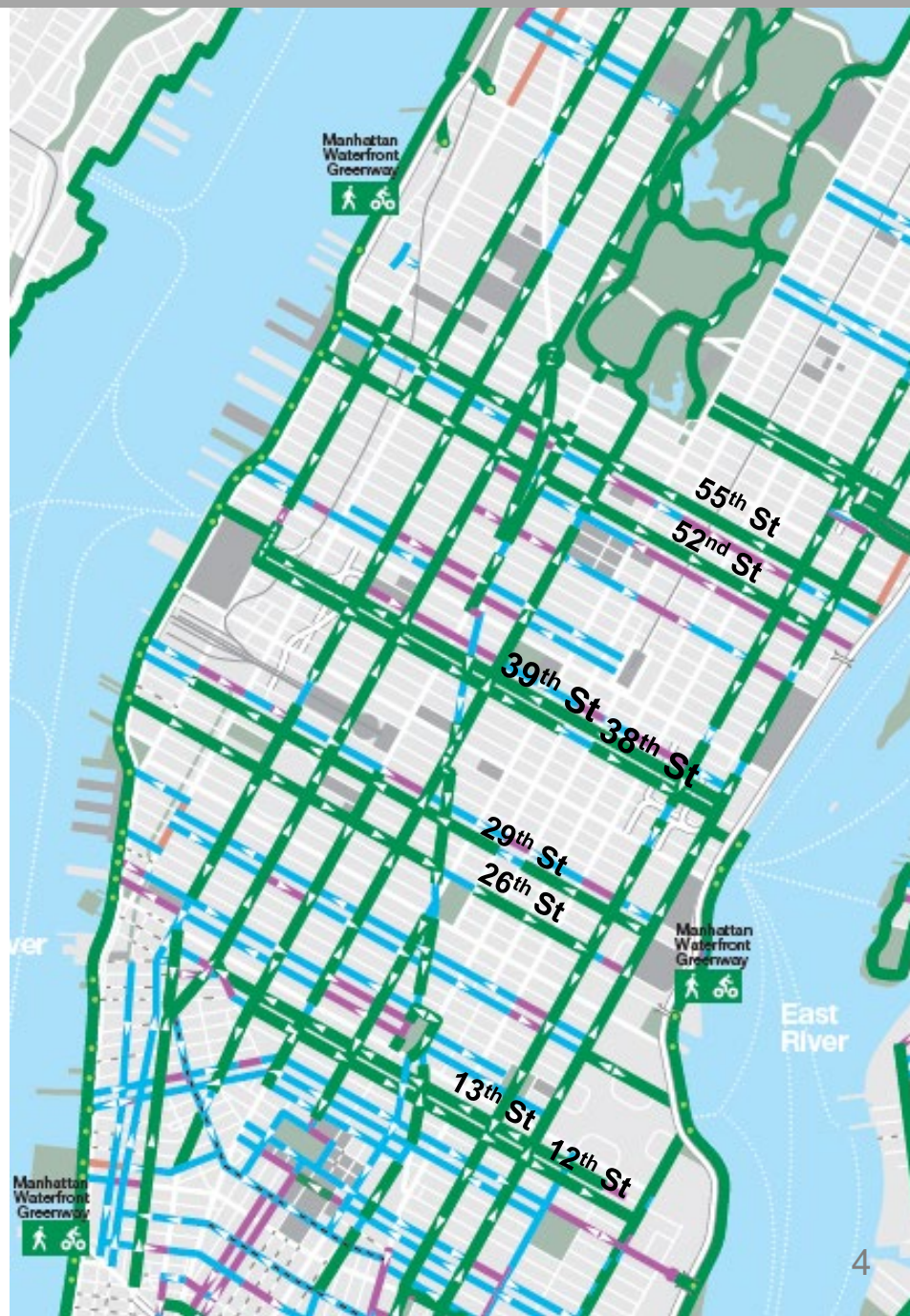
**Crosstown Bike Route** installation of curbside protected bike lanes on 38<sup>th</sup>, 39<sup>th</sup> St in Manhattan

**2022-23**

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

**2024**

**38<sup>th</sup>, 39<sup>th</sup> St Micromobility Upgrade**  
Outreach and Implementation

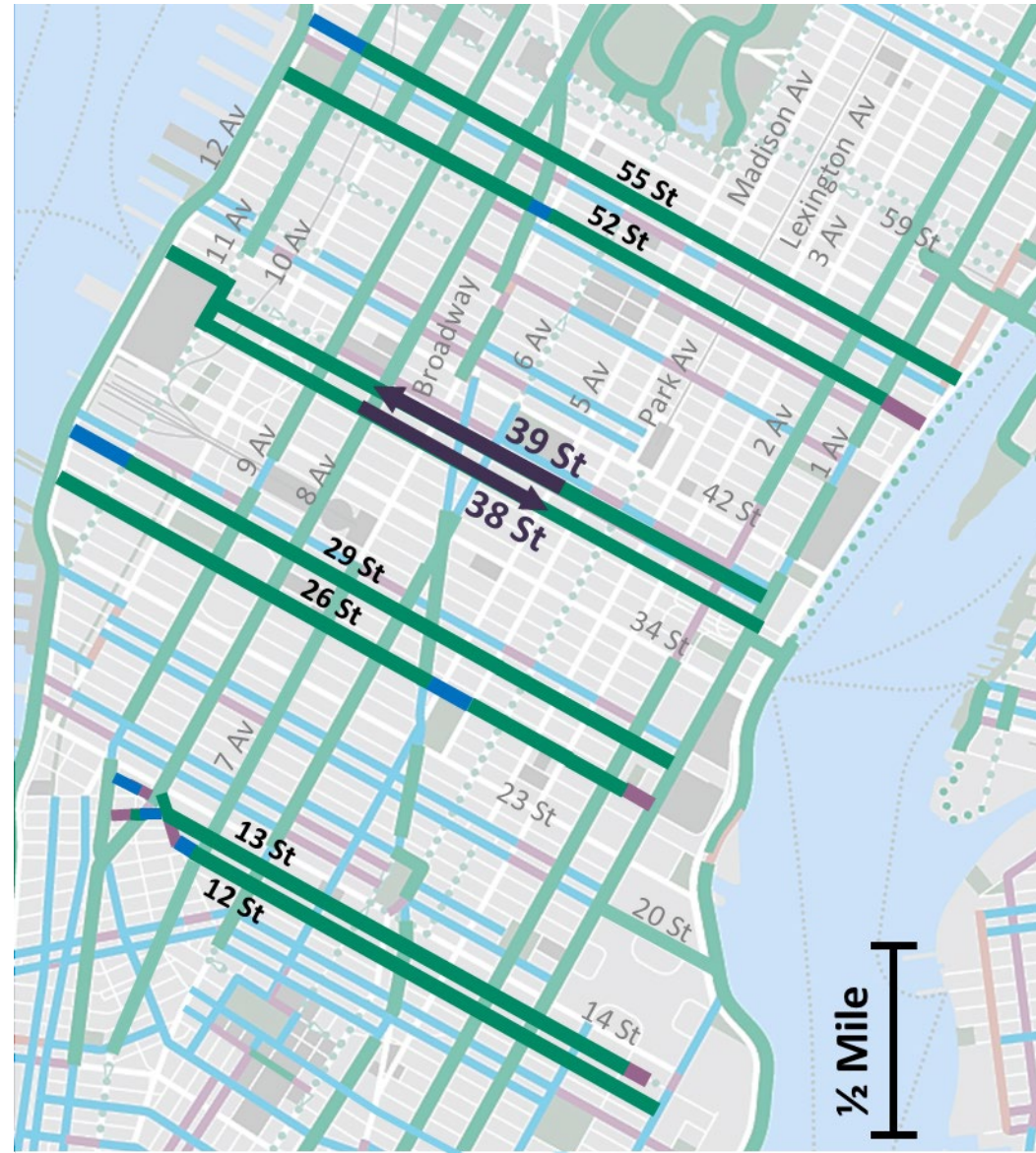


# Overview

## Project Goals

NYC DOT return to install improvements of existing bike lanes on 38<sup>th</sup>, 39<sup>th</sup> 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 1/2 mile through Midtown*



# Connecting 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

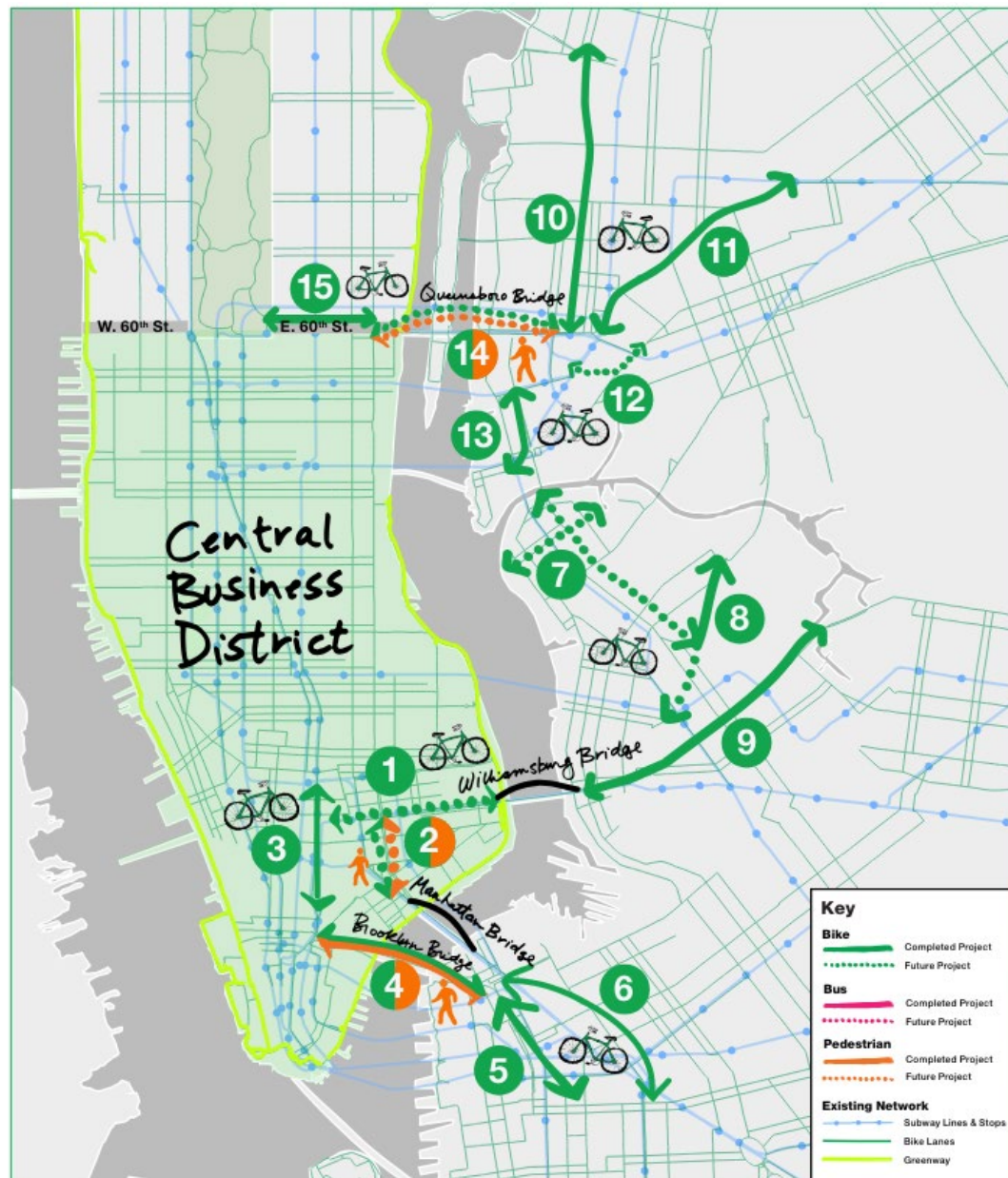
- 64% of pre-COVID weekday subway ridership
- 70% of office visits by employees
- **Increase in cycling by 20%** between 2019 and 2022.
- **26,000 daily cyclists entering the CBD** via the East River bridges in 2023

### 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:*

<https://www.nyc.gov/html/dot/downloads/pdf/connecting-to-the-core.pdf>



## 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



## Analysis of fatalities – key findings (2014 - 2019):

- 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

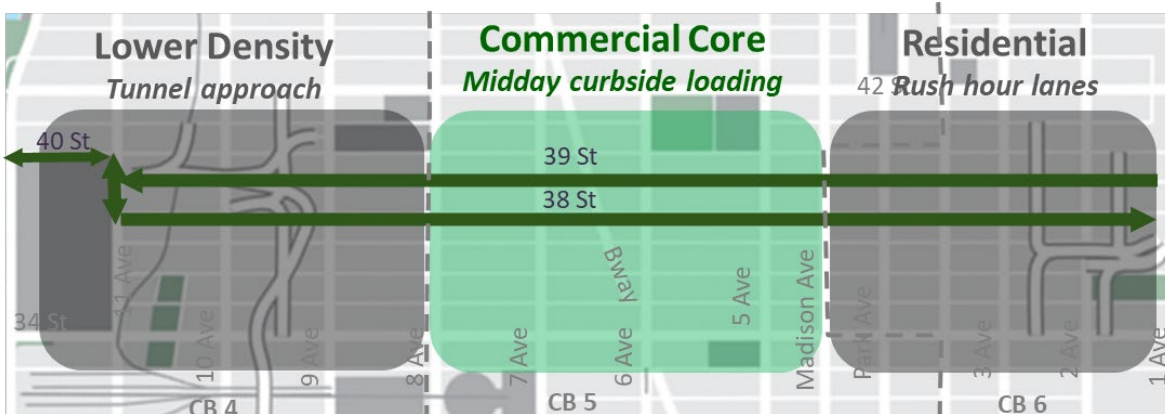
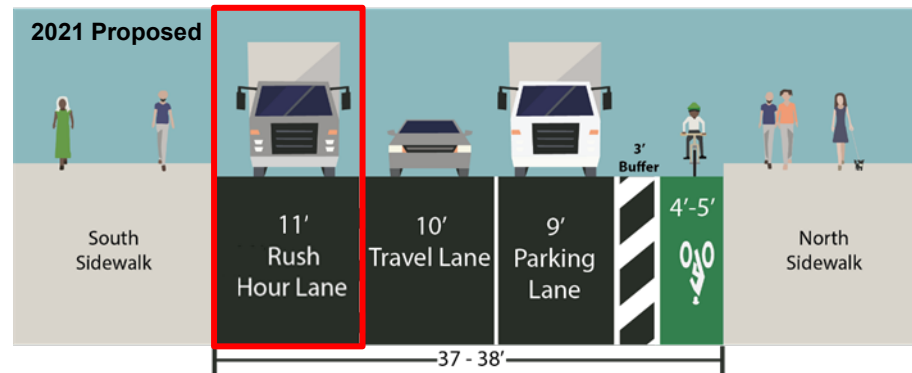
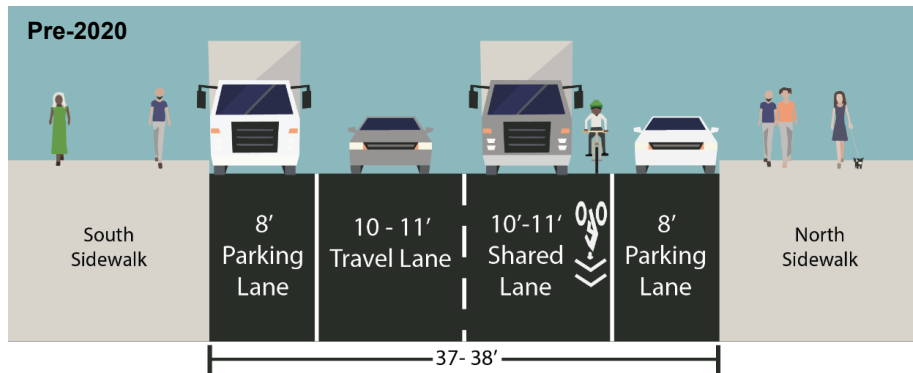
- Target enforcement on highest risk activities: speeding, failing to yield, blocking bike lanes, oversized trucks/trucks off route



# Existing Conditions

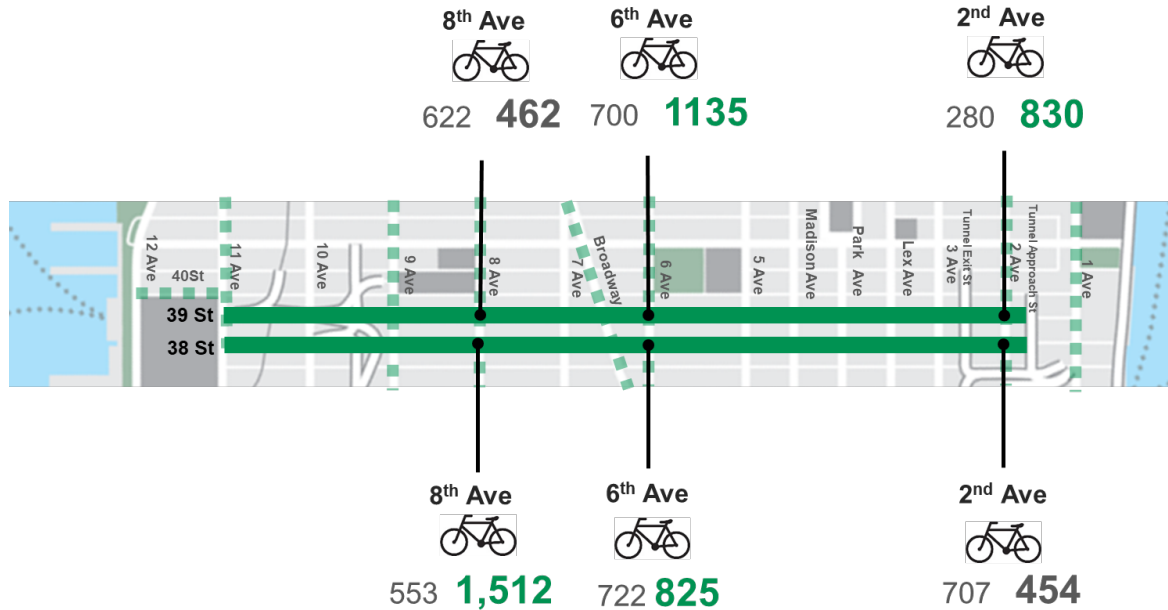
**NYC DOT proposal for curbside protected bike lanes on 38<sup>th</sup> and 39<sup>th</sup> St** between 11 Av and 1 Av in July 2020

- **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

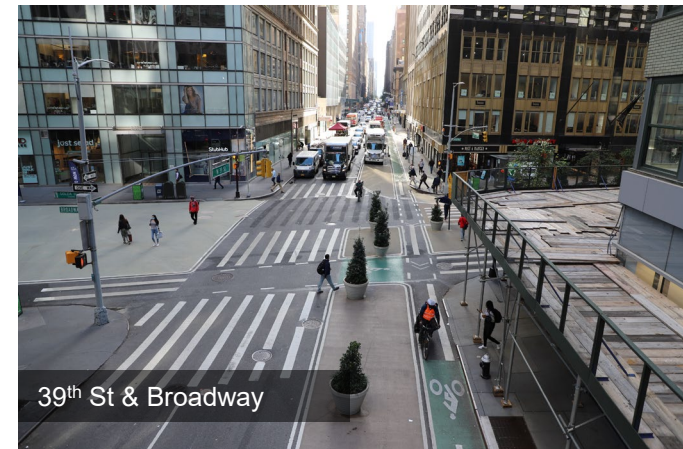
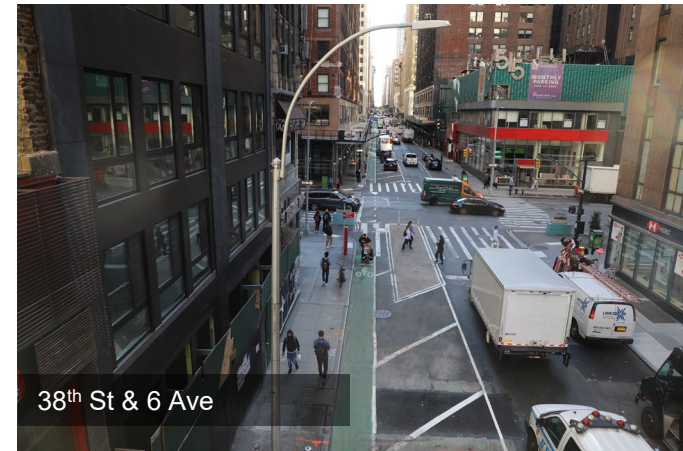


# Existing Conditions

## Before and After *Bicycle Counts*



12hr Bike Counts 7a – 7p Before: November 2019 After: December  
6 month before/after



## 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

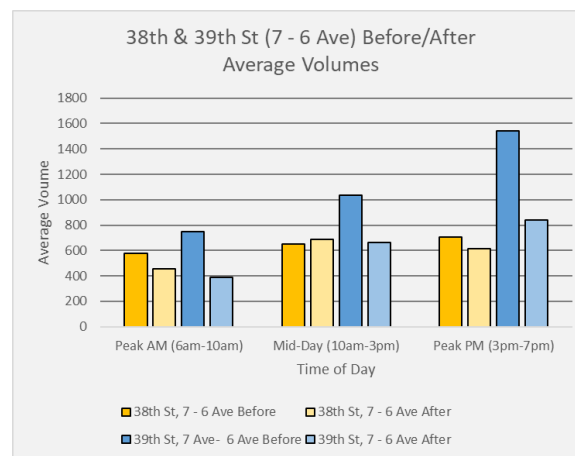
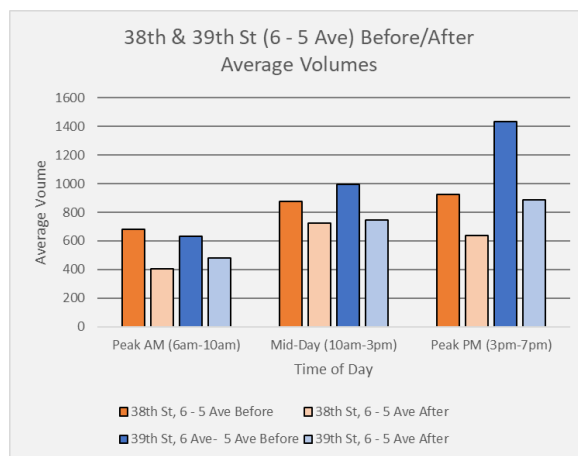


# Existing Conditions

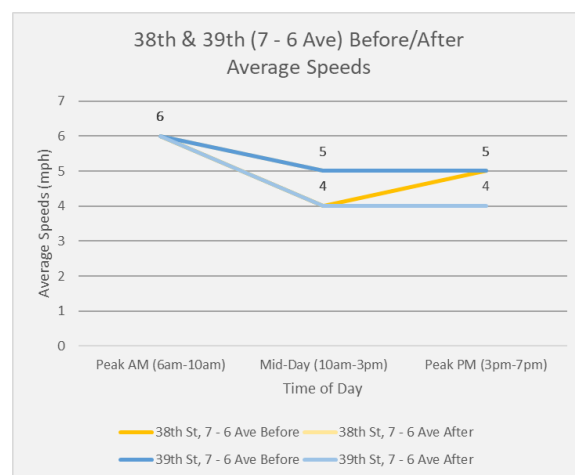
## Before and After Traffic Patterns



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



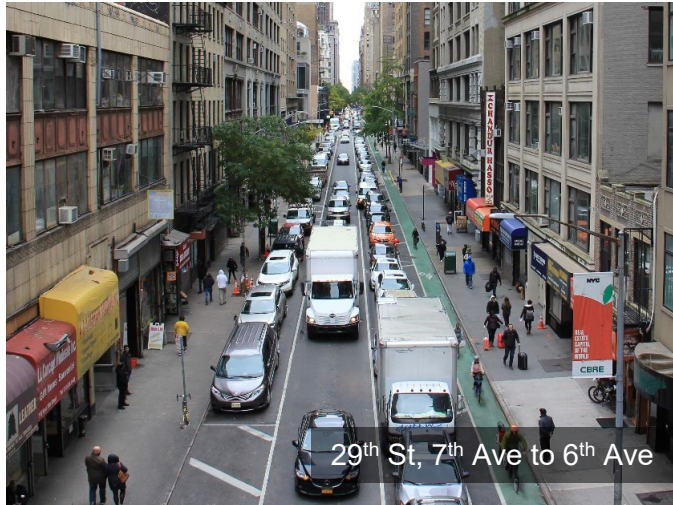
**Traffic speeds improved** or were typically maintained on 38<sup>th</sup> and 39<sup>th</sup> St following install of protected bike lanes



# Existing Conditions

## Curbside Management

- **No Standing Zones** installed on both sides of 26<sup>th</sup>, 29<sup>th</sup>, and 52<sup>nd</sup>, 55<sup>th</sup> 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 29<sup>th</sup> 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 26<sup>th</sup>, 52<sup>nd</sup>, 55<sup>th</sup> crosstown routes following install of protected bike lane

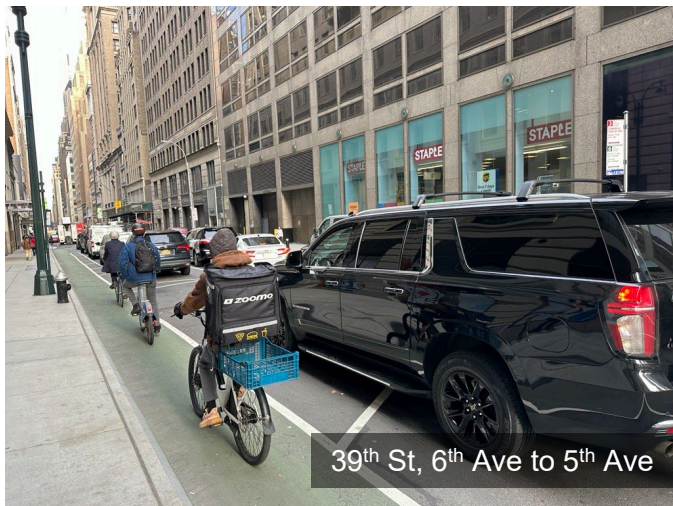
### No Standing Zones on 38<sup>th</sup>, 39<sup>th</sup> St

- 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 38<sup>th</sup>, 39<sup>th</sup> 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

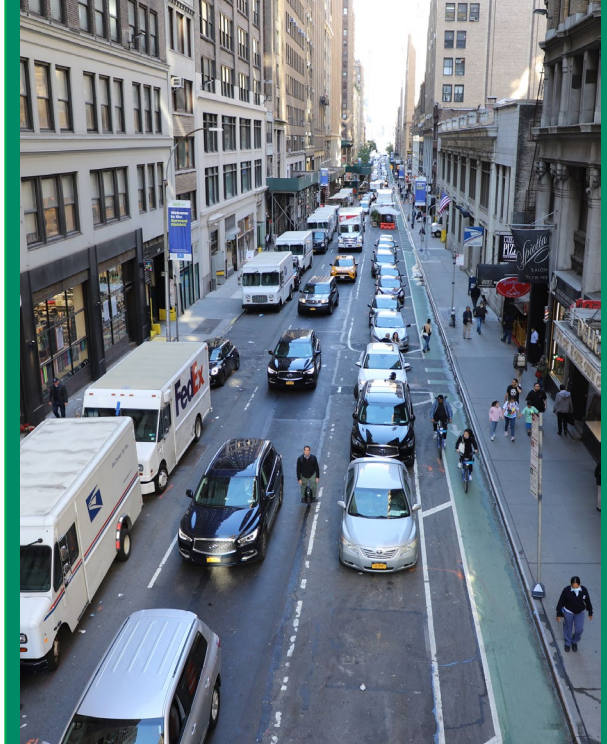
2019



52nd St between 8th 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**

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**

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Proposal

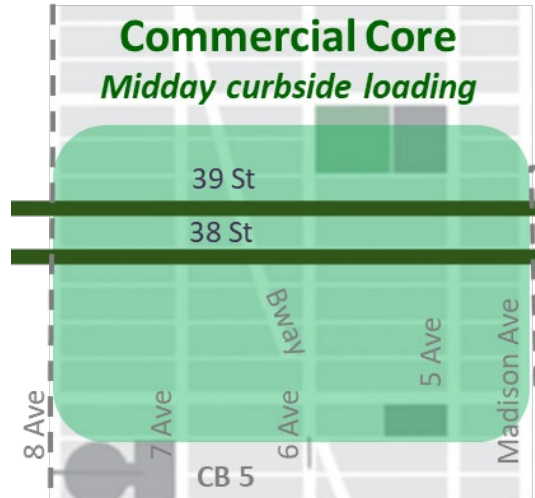
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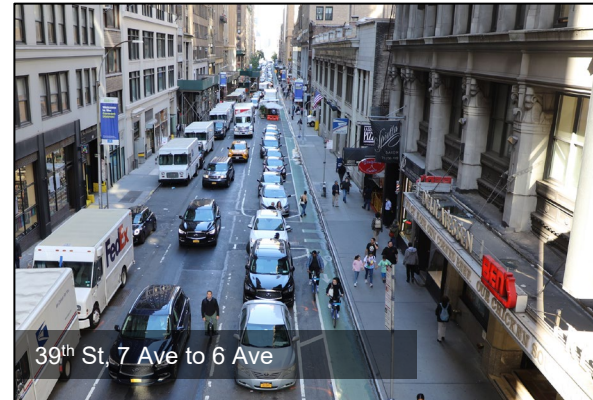
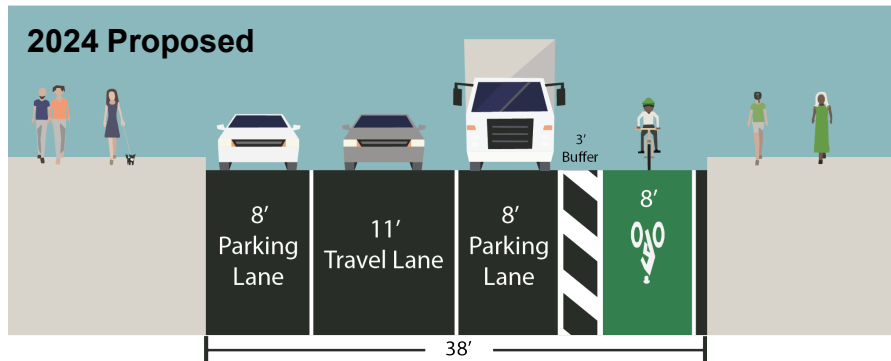
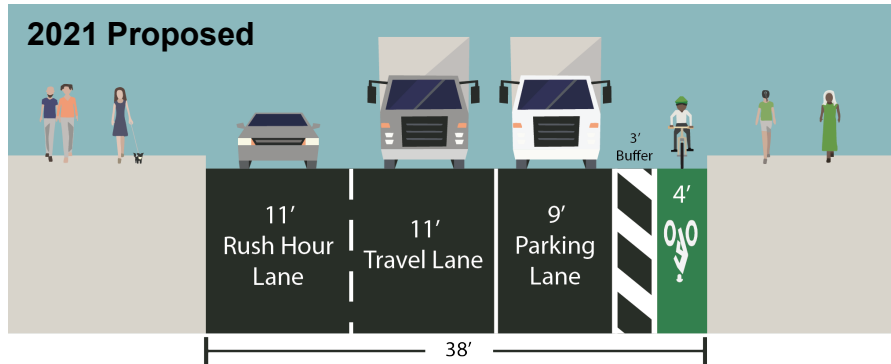
## 38<sup>th</sup>, 39<sup>th</sup> St: 8 Ave to Madison Ave

### 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 38<sup>th</sup> St (8 Ave – Madison Ave)
  - 25 spaces on 39<sup>th</sup> St (8 Ave – Madison Ave)



### 38<sup>th</sup>, 39<sup>th</sup> St Proposed Typical

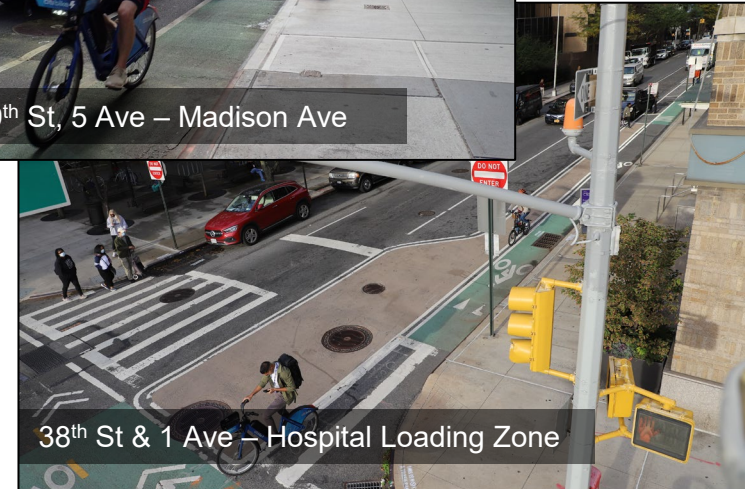
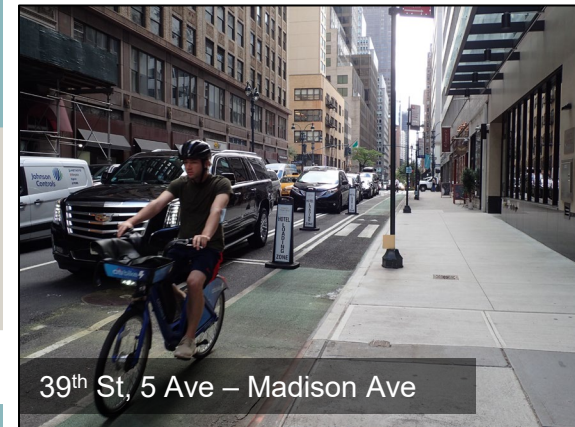
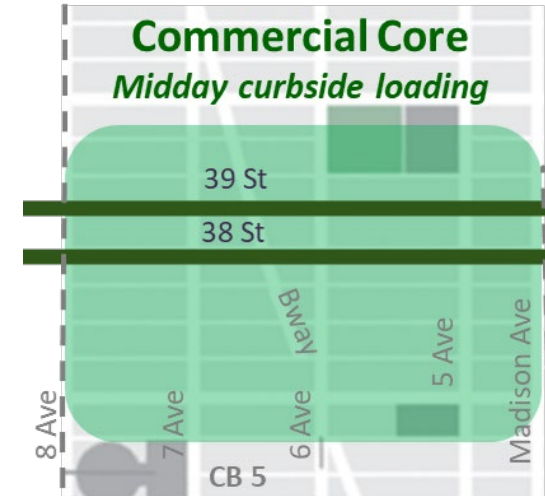
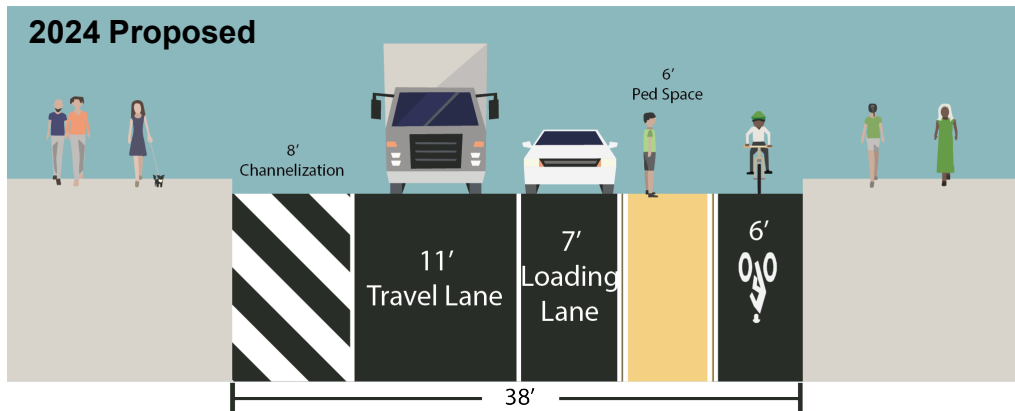
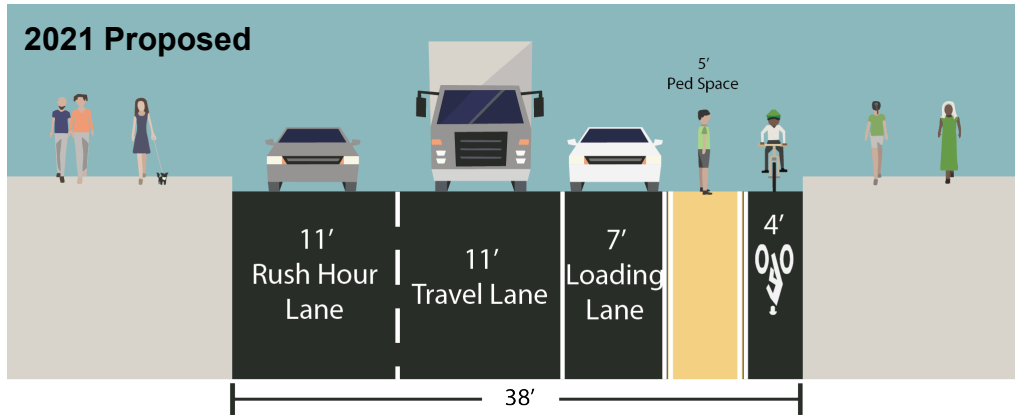


## 38<sup>th</sup>, 39<sup>th</sup> St: 8 Ave to Madison Ave

### 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

#### 38<sup>th</sup>, 39<sup>th</sup> Hotel Loading Zones





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## Summary

# Summary

NYC DOT return to 38<sup>th</sup>, 39<sup>th</sup> 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



38<sup>th</sup> St, 7 Ave – Broadway



## Next Steps

2024

Winter 2024

- NYC DOT monitoring, field observations

Spring

- Community Board 5 Presentation

Summer

- Install Micromobility Upgrade of 38<sup>th</sup>, 39<sup>th</sup> St Crosstown Route

# THANK YOU!

## Questions?



NYC DOT



NYC DOT



nyc\_dot



NYC DOT



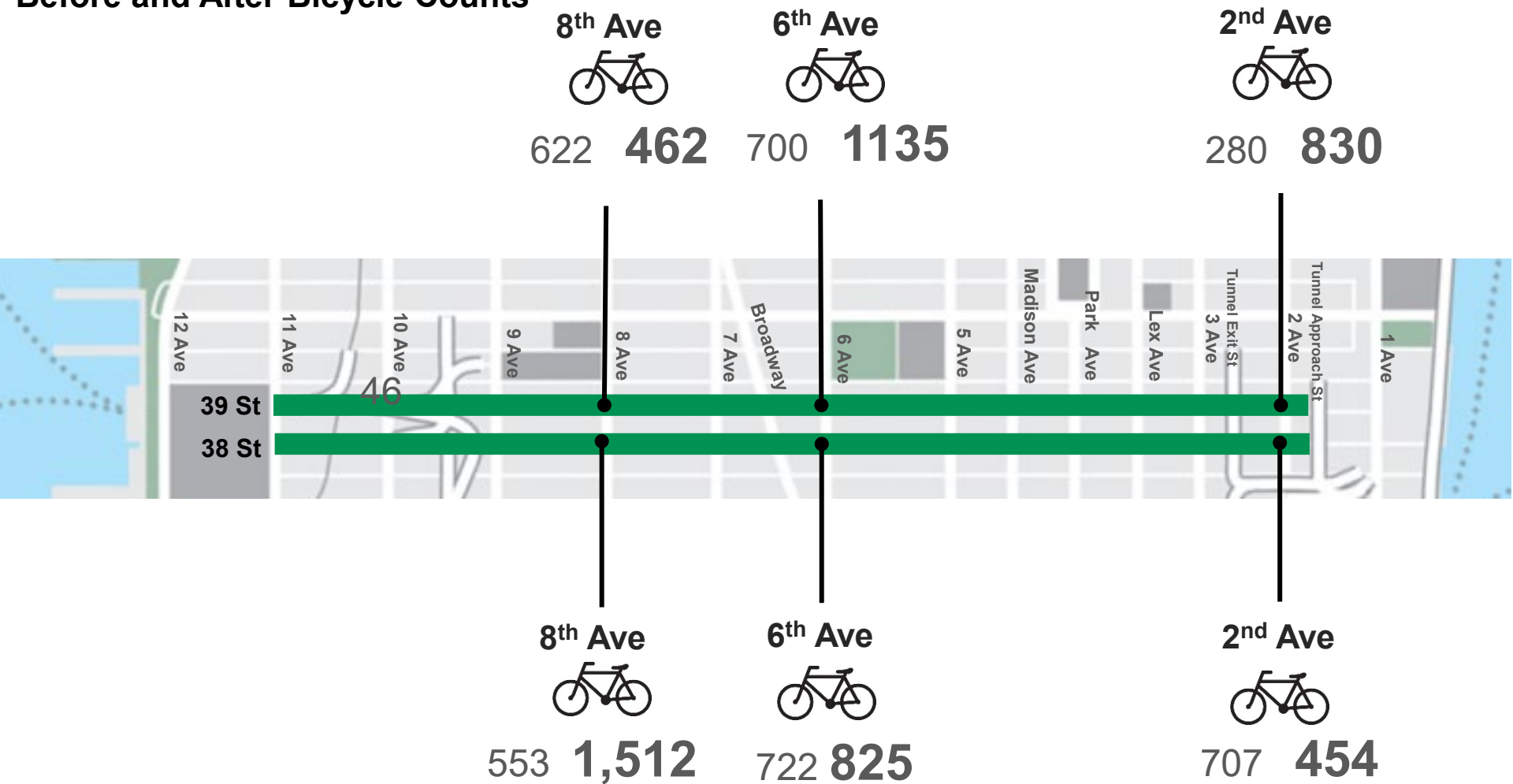
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## Appendix

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38<sup>th</sup> St and 39<sup>th</sup> St – Bicycle Counts

Before and After Bicycle Counts

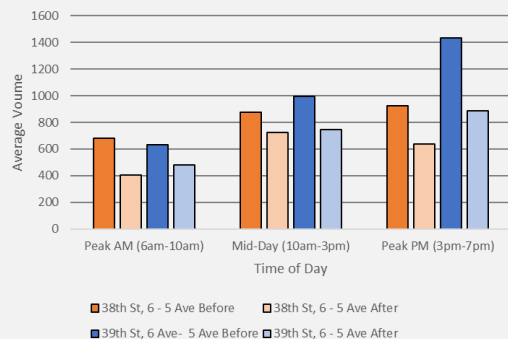


12hr Bike Counts 7a – 7p Before: November 2019, 48 degrees F After: December 2023, 44 degrees F  
6 month before/after due to Covid-19 halt on data collection

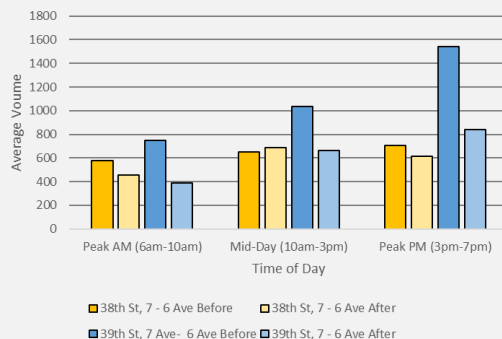


## 38th St and 39th St – Traffic Patterns Before/After

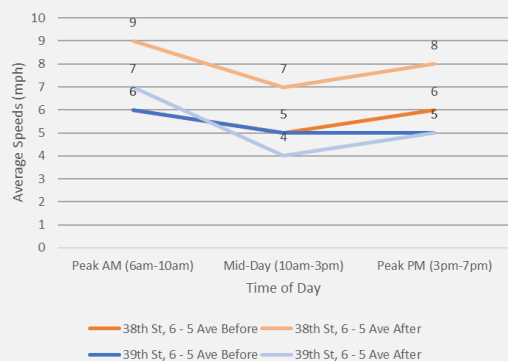
38th & 39th St (6 - 5 Ave) Before/After  
Average Volumes



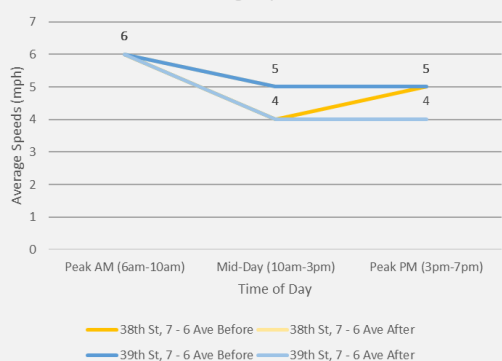
38th & 39th St (7 - 6 Ave) Before/After  
Average Volumes



38th & 39th (6 - 5 Ave) Before/After  
Average Speeds



38th & 39th (7 - 6 Ave) Before/After  
Average Speeds



6 - 5 Ave 38th St (Before)			6 - 5 Ave 39th St (Before)		
Time of Day	Average Hourly V	Average Speed (mi/h)	Time of Day	Average Hourly V	Average Speed (mi/h)
Peak AM (6am-10am)	679	6	Peak AM (6am-10am)	634	6
Mid-Day (10am-3pm)	875	5	Mid-Day (10am-3pm)	996	5
Peak PM (3pm-7pm)	924	6	Peak PM (3pm-7pm)	1435	5
6 - 5 Ave 38th St (After)			6 - 5 Ave 39th St (After)		
Time of Day	Average Hourly V	Average Speed (mi/h)	Time of Day	Average Hourly V	Average Speed (mi/h)
Peak AM (6am-10am)	402	9	Peak AM (6am-10am)	480	7
Mid-Day (10am-3pm)	722	7	Mid-Day (10am-3pm)	745	4
Peak PM (3pm-7pm)	640	8	Peak PM (3pm-7pm)	885	5

7 - 6 Ave 38th St (Before)			7 - 6 Ave 39th St (Before)		
Time of Day	Average Hourly V	Average Speed (mi/h)	Time of Day	Average Hourly V	Average Speed (mi/h)
Peak AM (6am-10am)	580	6	Peak AM (6am-10am)	752	6
Mid-Day (10am-3pm)	649	4	Mid-Day (10am-3pm)	1033	5
Peak PM (3pm-7pm)	706	5	Peak PM (3pm-7pm)	1540	5
7 - 6 Ave 38th St (After)			7 - 6 Ave 39th St (After)		
Time of Day	Average Hourly V	Average Speed (mi/h)	Time of Day	Average Hourly V	Average Speed (mi/h)
Peak AM (6am-10am)	457	6	Peak AM (6am-10am)	389	6
Mid-Day (10am-3pm)	687	5	Mid-Day (10am-3pm)	660	4
Peak PM (3pm-7pm)	613	5	Peak PM (3pm-7pm)	843	4

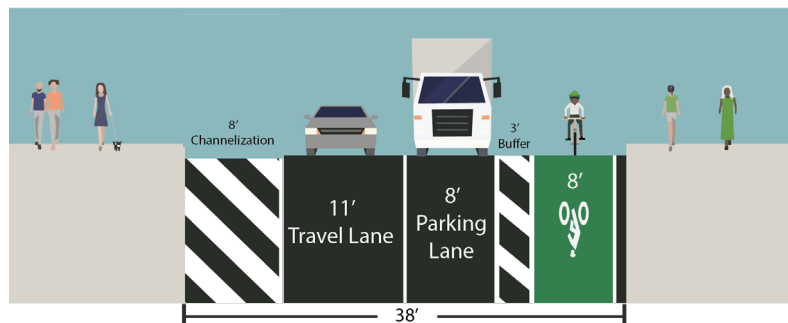
Streetlights Segment Analysis, 4 Hour Averages

Before: Sept 2019 – March 2020, After: Sept 2021 – March 2022

## 38<sup>th</sup> St and 39<sup>th</sup> St – Parking Estimates

38th St	Parking Remaining (ft.)	Parking Remaining	NSA (ft.)	NSA
9 Av - 8 Av	746	37.3	0	0
8 Av - 7 Av	606	30.3	180	9
7 Av - Broadway	176	8.8	120	6
Broadway - 6 Av	235	11.75	60	3
6 Av - 5 Av	480	24	191	9.55
5 Av - Madison Av	312	15.6	60	3
<b>2024 SIP TOTAL</b>		<b>128</b>		<b>31</b>
39th	Parking Remaining (ft.)	Parking Remaining	NSA (ft.)	NSA
8 Av - 7 Av	414	20.7	121	6.05
7 Av - Broadway	198	9.9	60	3
Broadway - 6 Av	284	14.2	70	3.5
6 Av - 5 Av	495	24.75	180	9
5 Av - Madison Av	358	17.9	60	3
<b>2024 SIP TOTAL</b>		<b>87</b>		<b>25</b>

38<sup>th</sup>, 39<sup>th</sup> St Proposed Typical

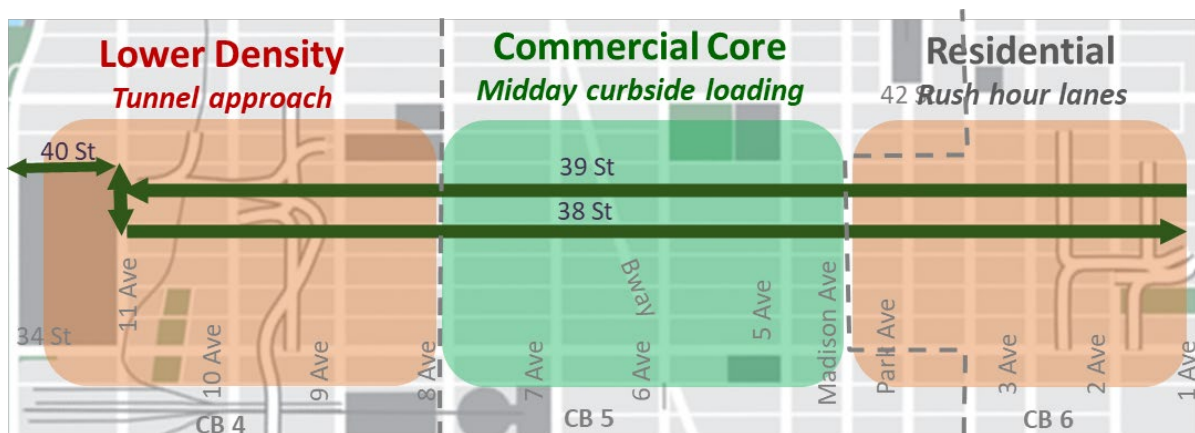




## Refurbishment & OR Removals

### Protected Bike Lane Improvements

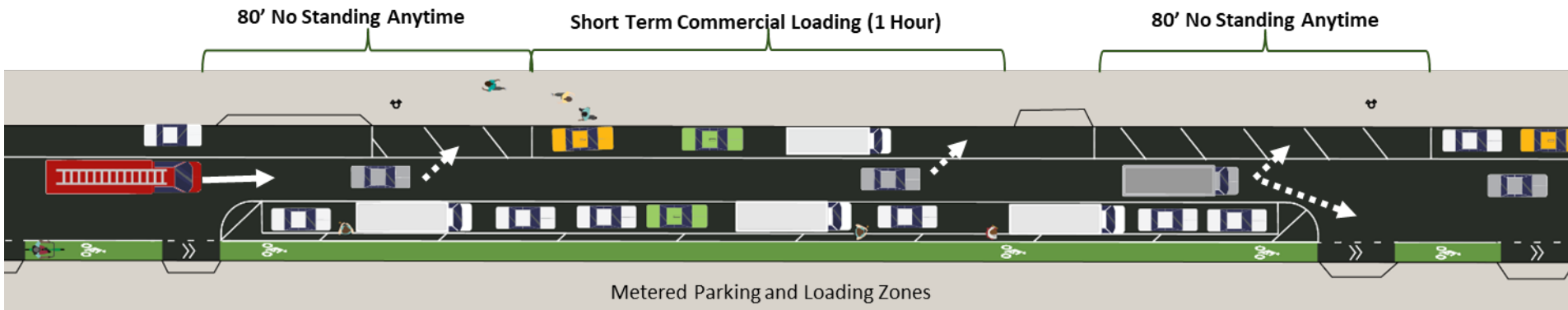
- NYC DOT coordination with ongoing construction on 38<sup>th</sup>, 39<sup>th</sup> St. Cyclists routing and protection required.
- Install outstanding markings following completion of construction projects and roadway resurfacings.
- Coordination with business owners to relocate Open Restaurant seating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



## NSA Analysis: 26th & 29th Streets

### 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*

### New No Standing Zones

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

#### Occupancy

- **26<sup>th</sup> St:** Drivers stop over often, but are not parked all day  
- **80%** of drivers stay **less than 15 minutes**
- **29<sup>th</sup> St:** zones are **more than 60%** clear at all times of day

#### Duration

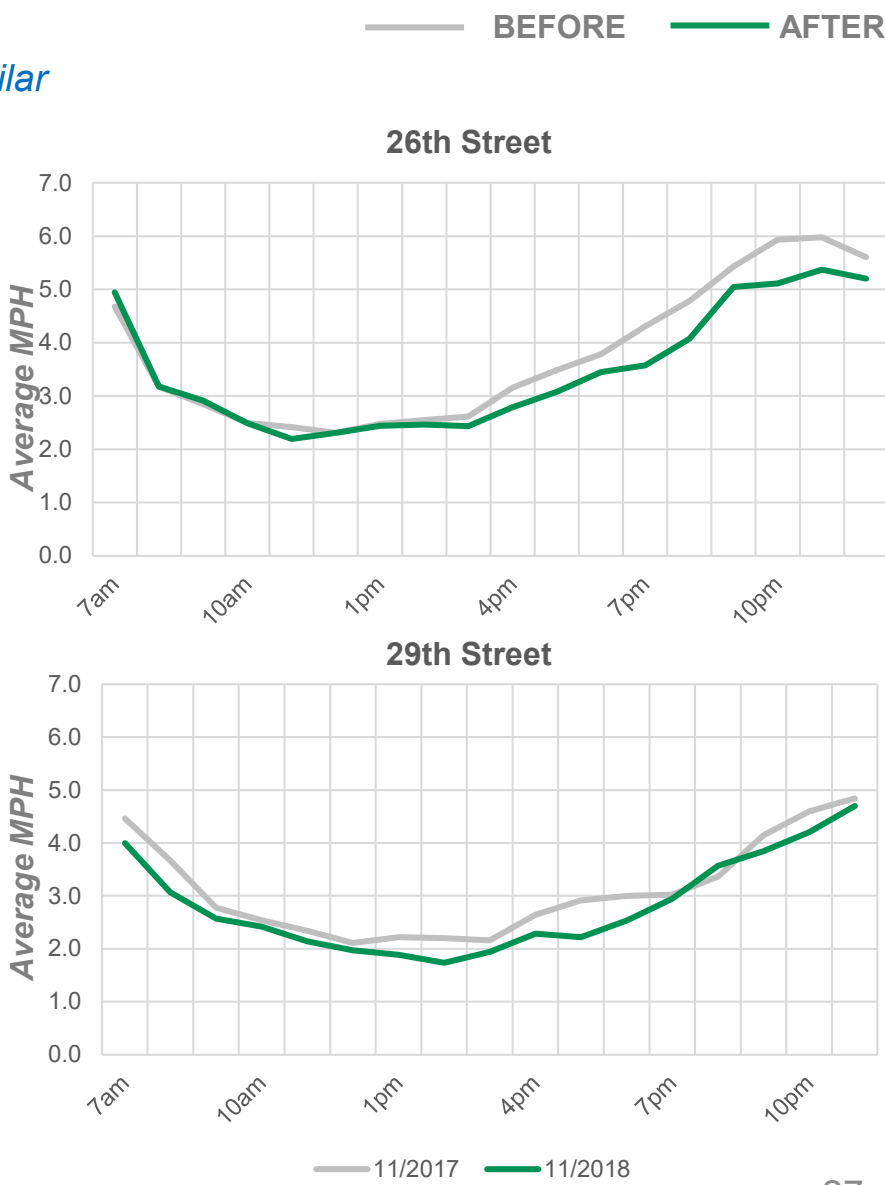
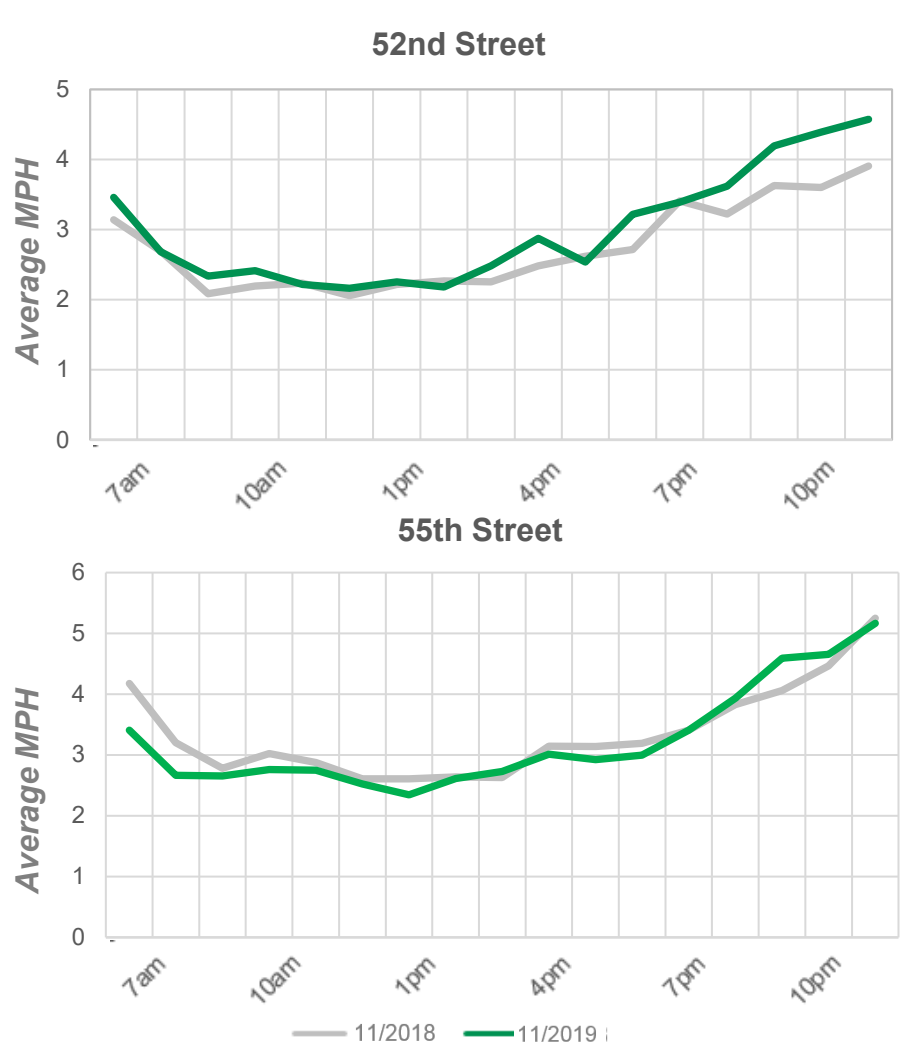
- **More than half (53%)** of all stopovers last **5 mins or less**
- **9%** of stopovers last for **30 mins – 1 hour**
- **4%** last for more than an hour

*4 locations observed in October 2018*

52nd and 55th Streets, 26th and 29th – Vehicle Travel Times

Vehicle travel times

Average speeds on both corridors remained relatively similar



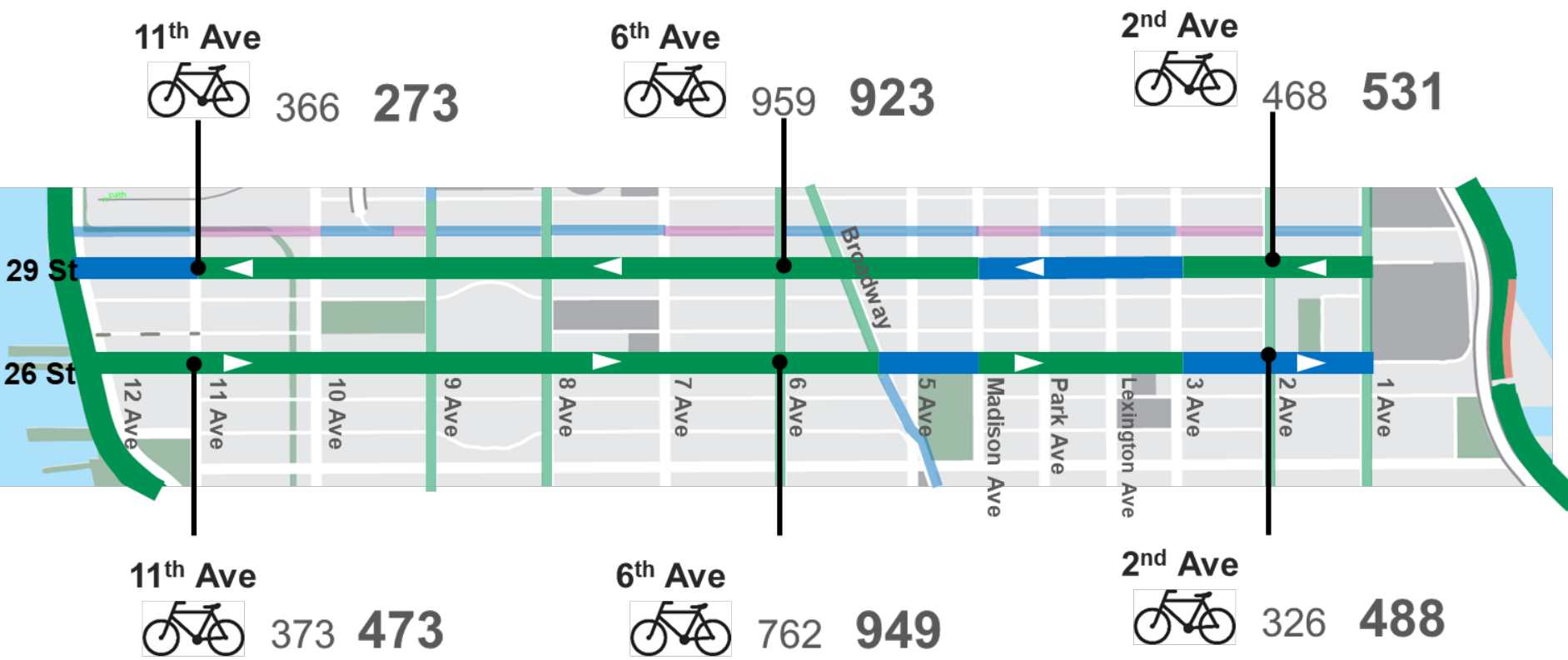
Taxi Speeds collected Nov 2018 and Nov 2019,  
sample sizes 350 – 5,500

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



26<sup>th</sup> St and 29<sup>th</sup> St – Bicycle Counts

Before and After Bicycle Counts



52<sup>nd</sup> and 55<sup>th</sup> St – Bicycle Counts

Before and After Bicycle Counts

