



# MIDTOWN CROSSTOWN PROTECTED BIKE LANES

Presented to Manhattan Community Board 6  
July 2020



# PRESENTATION OVERVIEW

1. Background  
*Previous Crosstown  
Bike Lanes*
2. 38<sup>th</sup> St and 39<sup>th</sup> St  
*Route Selection*
3. 38<sup>th</sup> St and 39<sup>th</sup> St  
*Proposal Details*
4. Making it Work
5. Next Steps



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Background

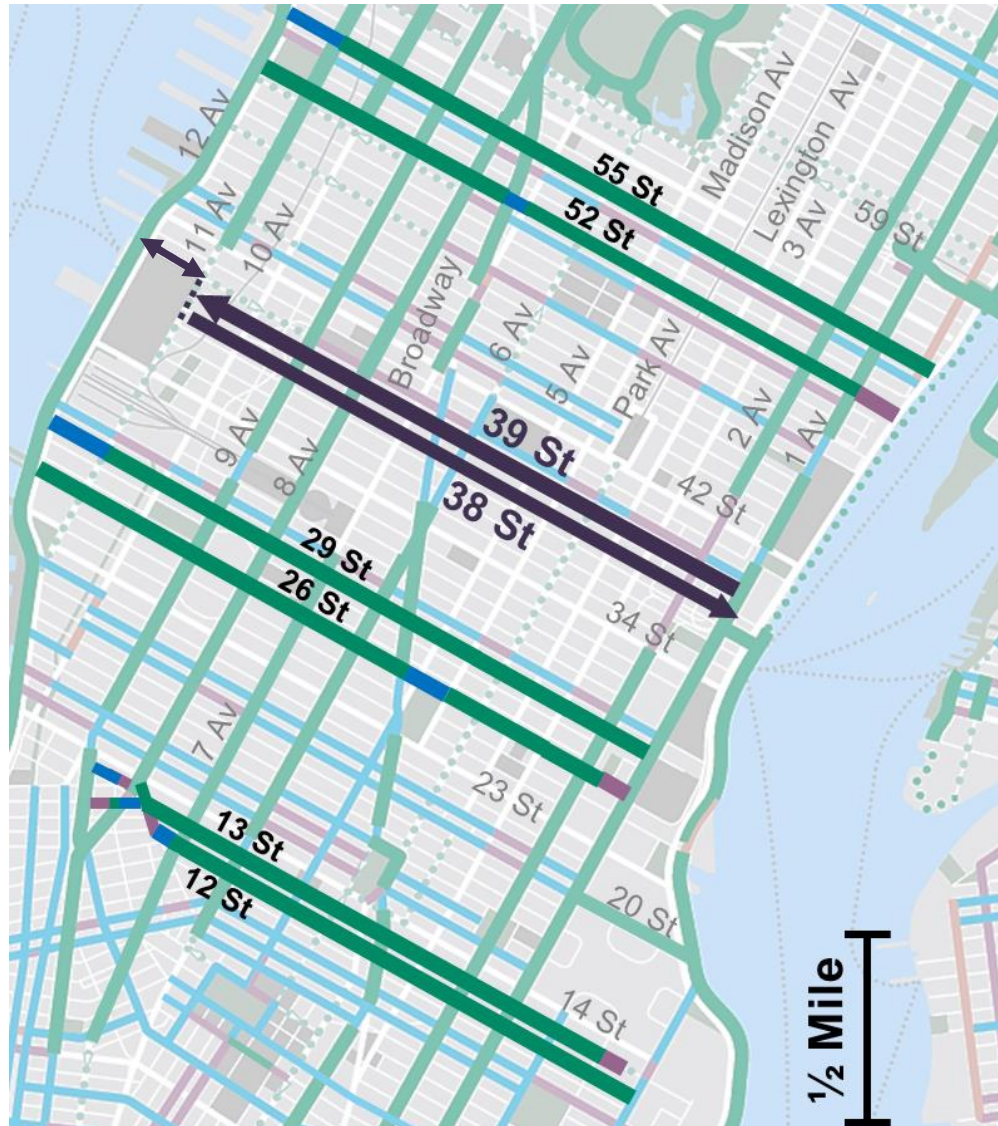
1



# Midtown Crosstown

## Crosstown Bike Routes Strategy

*Ongoing comprehensive plan for protected crosstown bike lanes installed in Midtown since 2018*



**Central Park South**  
**52<sup>nd</sup> St and 55<sup>th</sup> St**  
*Implemented Summer 2019*

**Times Square Area**  
**38<sup>th</sup> St and 39<sup>th</sup> St**  
*Proposed 2020*

**Madison Square**  
**26<sup>th</sup> St and 29<sup>th</sup> St**  
*Implemented Summer 2018*

**Union Square**  
**12<sup>th</sup> St and 13<sup>th</sup> St**  
*Implemented Fall 2018*

*Proposed Routes - accessible every 1/2 mile through Midtown*



# Midtown Crosstown

## Summary: 26<sup>th</sup> & 29<sup>th</sup> Streets, 52<sup>nd</sup> & 55<sup>th</sup> Streets

- **2018:** 26<sup>th</sup>, 29<sup>th</sup> Streets
- **2019:** 52<sup>nd</sup>, 55<sup>th</sup> Streets



26th St between Lexington Ave and 3rd Ave



52nd St between 8th Ave and Broadway

- *Number of cyclists increased*
- *Vehicle travel times maintained*
- *Curbside regulation updates effective*
- *Design elements replicable yet flexible for Midtown context*



# Midtown Crosstown

## Summary: 26<sup>th</sup> & 29<sup>th</sup> Streets, 52<sup>nd</sup> & 55<sup>th</sup> Streets

### Stakeholder Engagement and Project Adjustments



Street Ambassador deployment on 52<sup>nd</sup> St, Oct 2, 2019

### Cyclist Outreach & Education

- Street Ambassadors on 52nd, 55th Sts (Fall 2019)
- Materials in English and Spanish distributed
- Many interactions with delivery cyclists

### Adjusted markings and signage

- Site visits, adjustments for hotels, theaters, USPS, stables
- Various adjustments made for driveway and loading access
- New 'No Standing Anytime' zones installed

### Ongoing Coordination

- Working with hotels and residential blocks to optimize curbside access



Street Ambassador deployment on 52<sup>nd</sup> St, Oct 2, 2019



55<sup>th</sup> St at 5<sup>th</sup> Ave

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## Route Selection

2



# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## Proposed Crosstown Routes

- Existing Conditions
- Route Selection
- Proposed Design Details





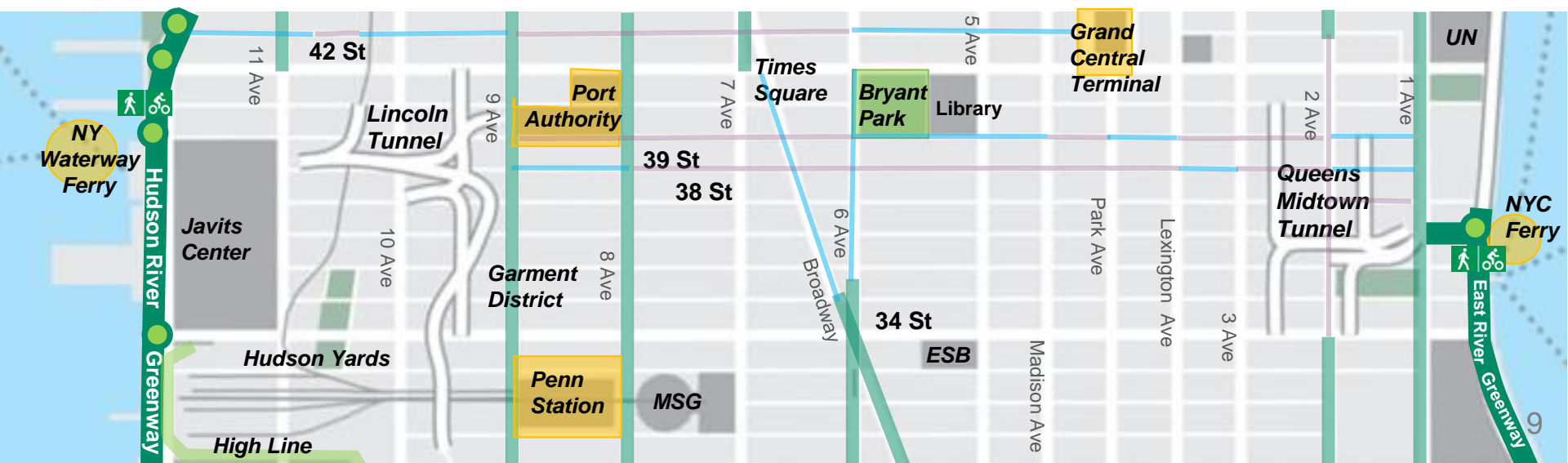
# Midtown Crosstown

## Times Square Area

### New Context and Considerations

Connections to Times Square, Bryant Park, Javits Center, dense commercial district, Garment District, hotels, ferries

*Strong need for safer connections within the core, links to greenways are secondary and accessible through existing bike and PBL network*



# Midtown Crosstown

## Times Square Area

### New Context and Considerations

#### Wider roadways, additional travel lanes

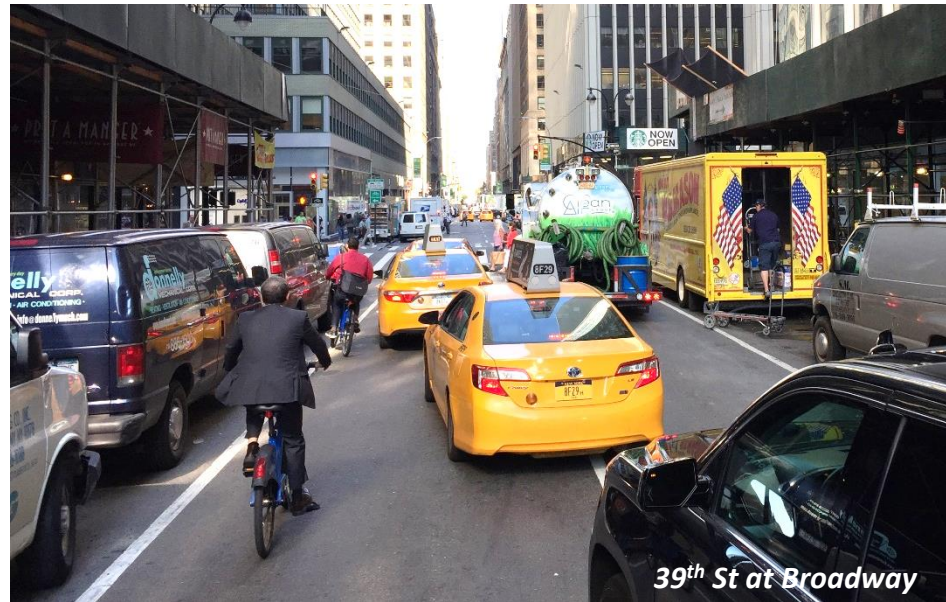
- *Excess traffic capacity off-peak in commercial core*
- *Multiple lanes on east side for tunnel access*
- *10' travel lanes narrow for simultaneous travel*
- *Streets could be better organized*

#### 3 hour loading on both sides in core blocks

- *Inefficient use of curb access*
- *Regulations could be updated for more frequent turnover to increase availability*

#### No dedicated space for bikes

- *Mostly shared lanes*
- *Existing shared lanes frequently blocked*





# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## Route Selection

*Why did we choose 38<sup>th</sup> St and 39<sup>th</sup> St?*

### Continuity

*Uninterrupted Crosstown Streets*

### Connectivity

*Connection to 1<sup>st</sup> Ave Bike Lane*

### Network Challenges

*Tunnel Access Points*

*Multi-lane blocks*



# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## Route Selection

Why did we choose 38<sup>th</sup> St and 39<sup>th</sup> St?

### Continuity

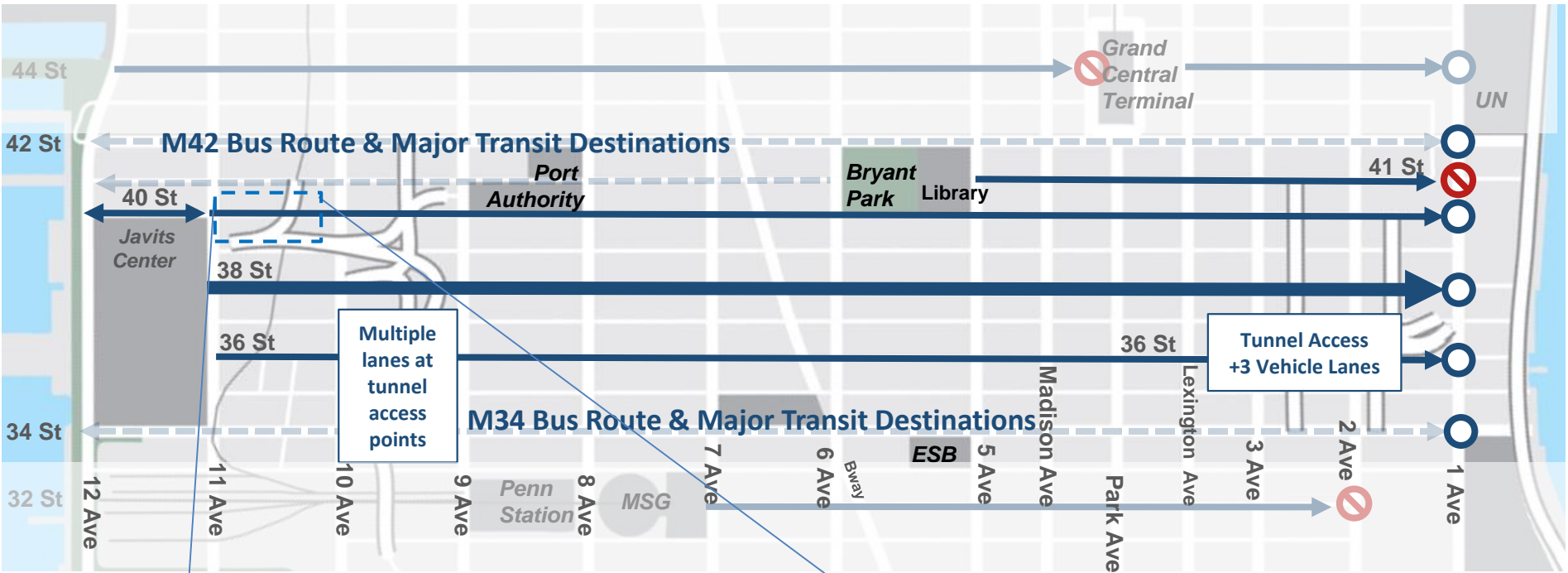
Uninterrupted Crosstown Streets

### Connectivity

Connection to 1<sup>st</sup> Ave Bike Lane

## EASTBOUND

multiple eastbound options based on connectivity





# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## Route Selection

Why did we choose 38<sup>th</sup> St and 39<sup>th</sup> St?

### Continuity

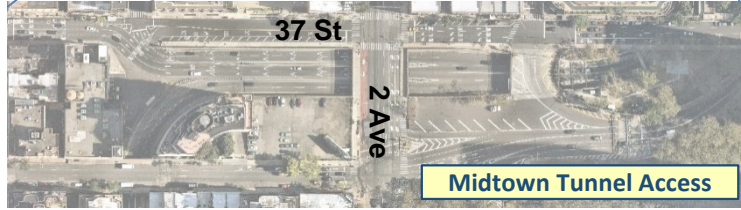
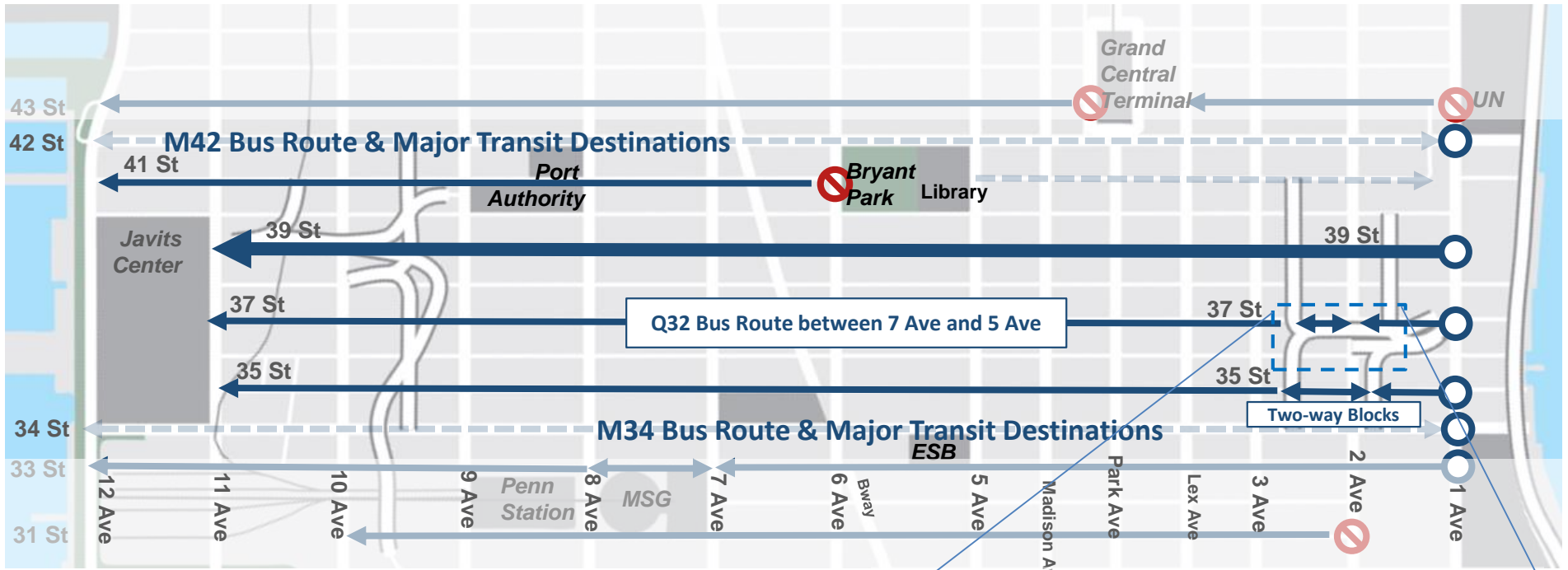
Uninterrupted Crosstown Streets

### Connectivity

Connection to 1<sup>st</sup> Ave Bike Lane

## WESTBOUND

multiple westbound options based on connectivity



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## Proposal Details

3



# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## TYPICAL PROPOSED DESIGN

**Previous crosstown protected bike lanes consisted mostly of two typical designs**

- *Delineator-protected and curbside buffered bike lanes / 1 travel lane*
- *Parking-protected bike lanes / 1 travel lane*

**38th, 39th St proposal is similar, with new design for 2 lanes / rush hour lanes**



**Delineator-protected**  
1 travel lane

12<sup>th</sup> St

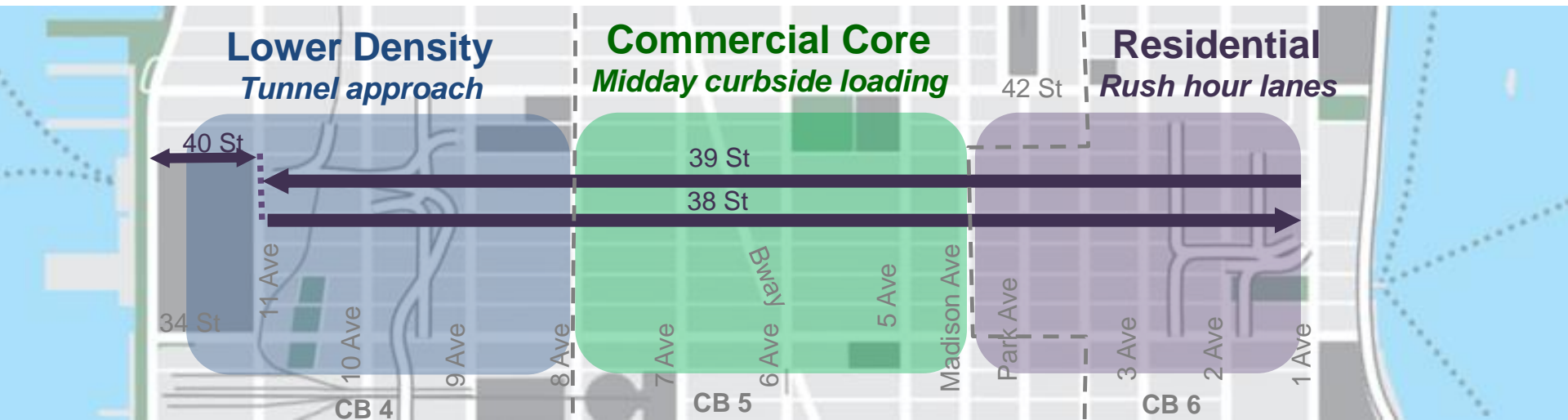


**Parking-protected**  
1 travel lane

29<sup>th</sup> St

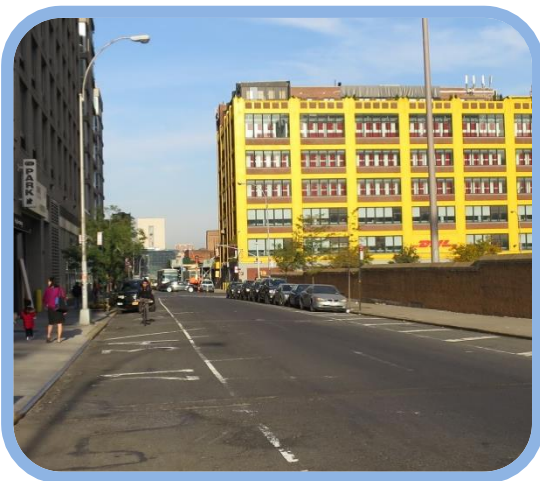
# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## TYPICAL PROPOSED DESIGN



### West Side, Tunnel

1-2 travel, 1-2 parking lanes



### Commercial Core

Typically 2 travel, 2 loading lanes



### East Side, Tunnel Access

Irregular blocks, rush hour lanes, multi-lanes



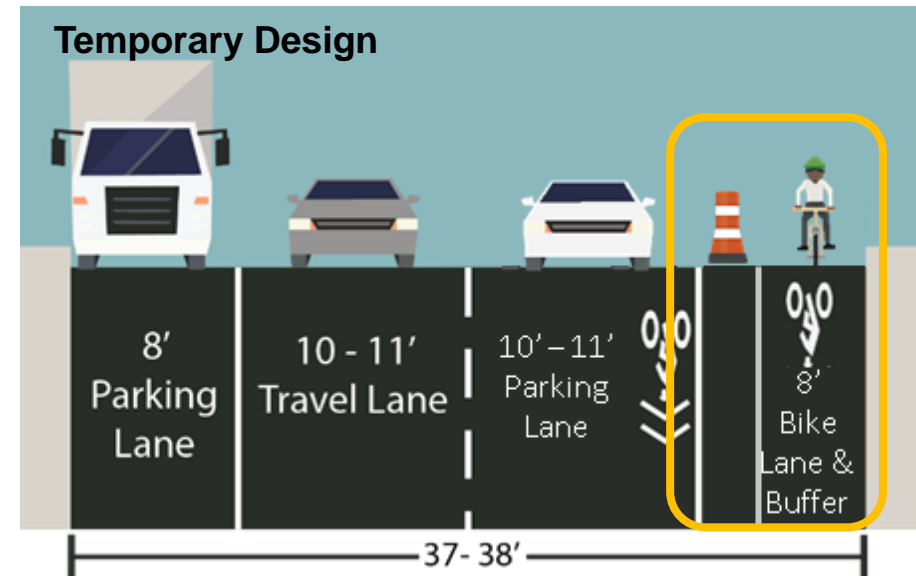
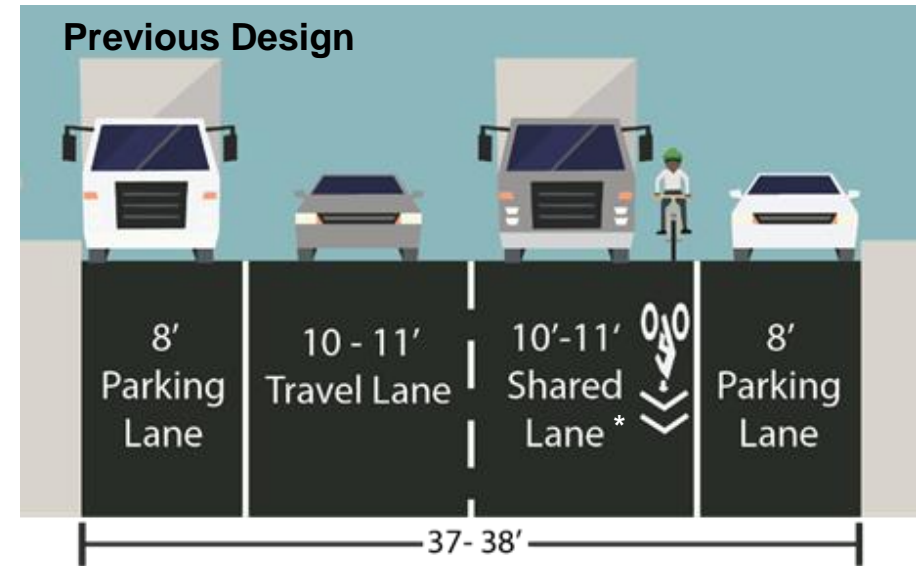


# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## Temporary Bicycle Route: Commercial Core: 8<sup>th</sup> Ave to 5<sup>th</sup> Ave

### Citywide Transportation for COVID-19 Recovery

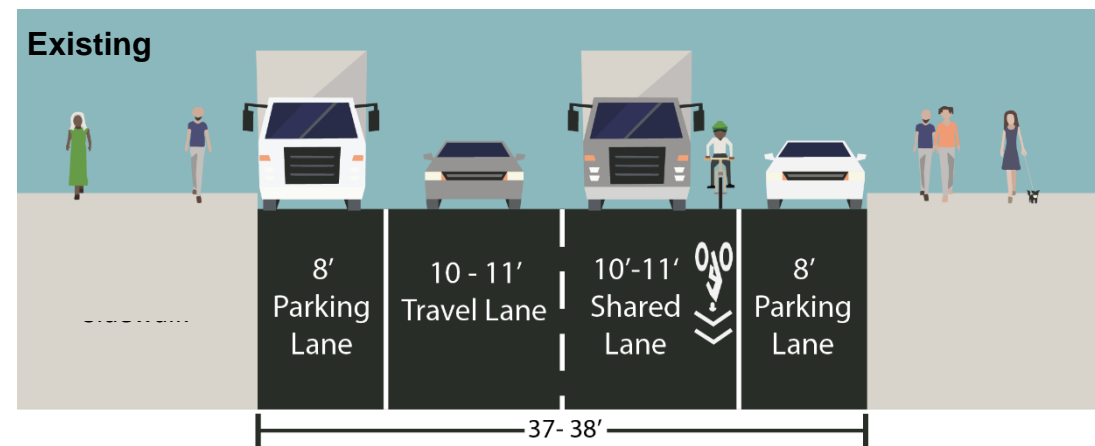
- Transportation plays a critical role during the pandemic, and will continue to be just as essential during social and economic recovery
- Bikes are an important part of a resilient transportation network to help move people and goods while adhering to social distance guidelines
- Quick installation with barrels, cones, signs, and temporary markings



\*39<sup>th</sup> St has existing shared lane markings, 38<sup>th</sup> St does not

# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## Typical Proposed Design, Commercial Core: 8<sup>th</sup> Ave to Madison Ave

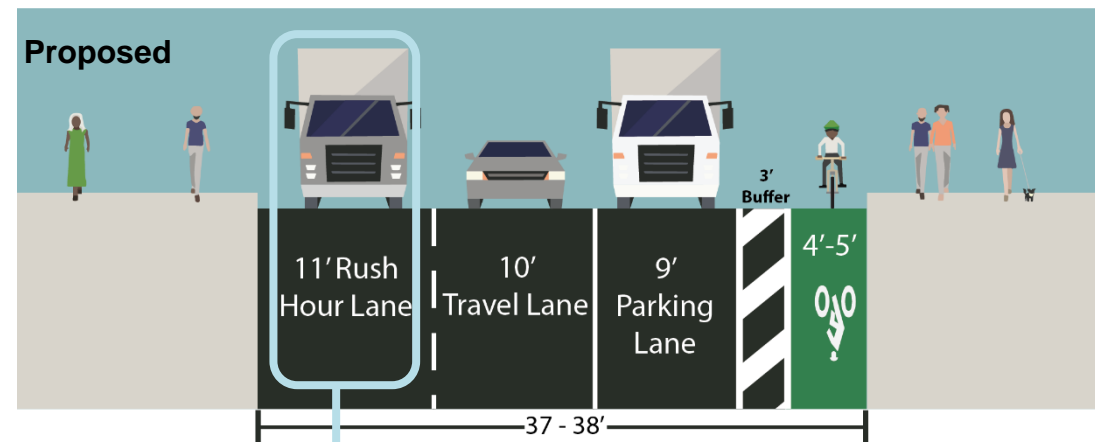


**Commercial streets where vehicular traffic is heavy but curbside loading & deliveries should be maintained**

**Flexible design that:**

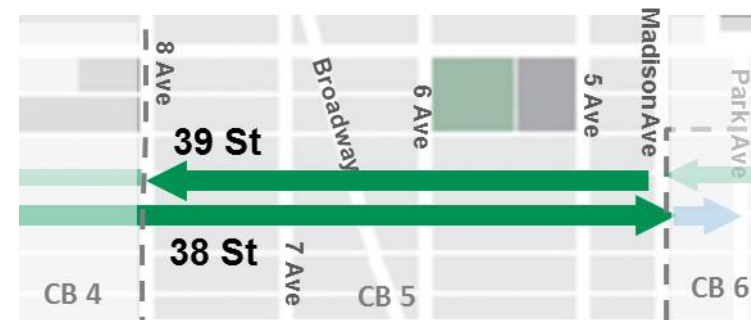
**+ Accommodates high vehicle volume**  
allows for 2 lanes during peak hour

**+ Maintains some loading during day**  
while encouraging off-peak deliveries



**Overnight Parking**

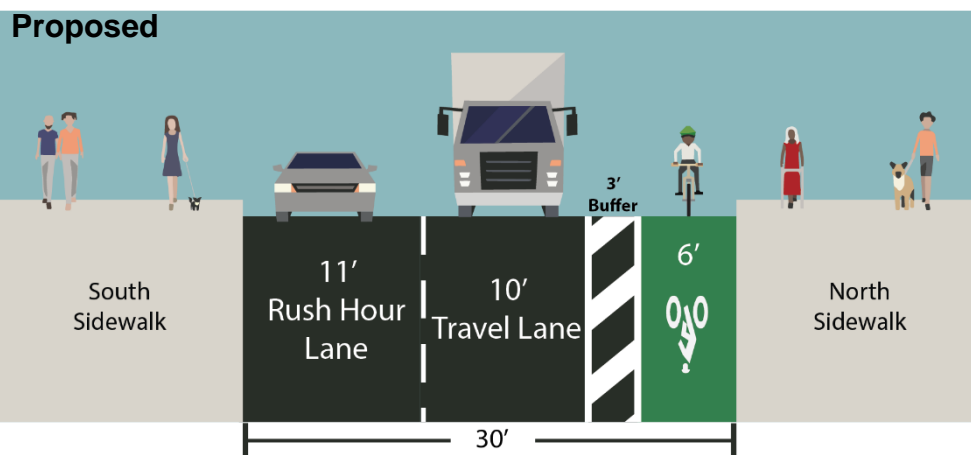
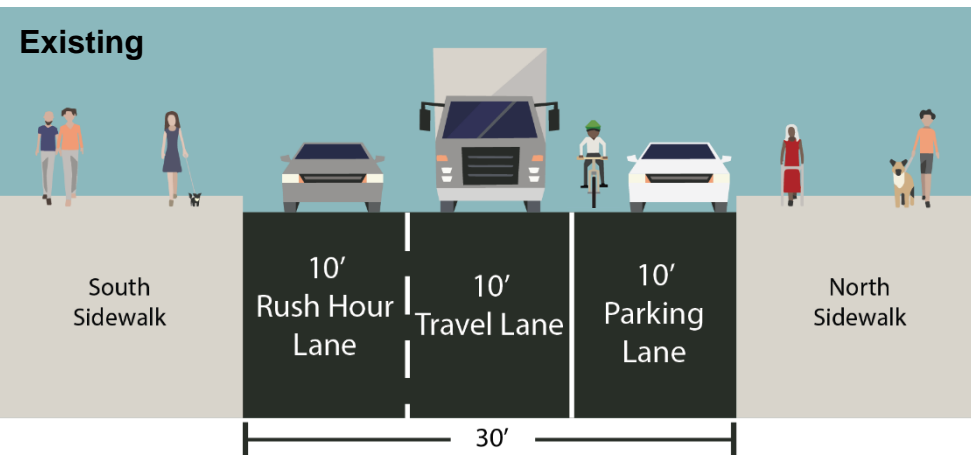
*Off-Hour Commercial Loading or  
Passenger Parking*





# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## 38<sup>th</sup> Street Madison Ave to Park Ave

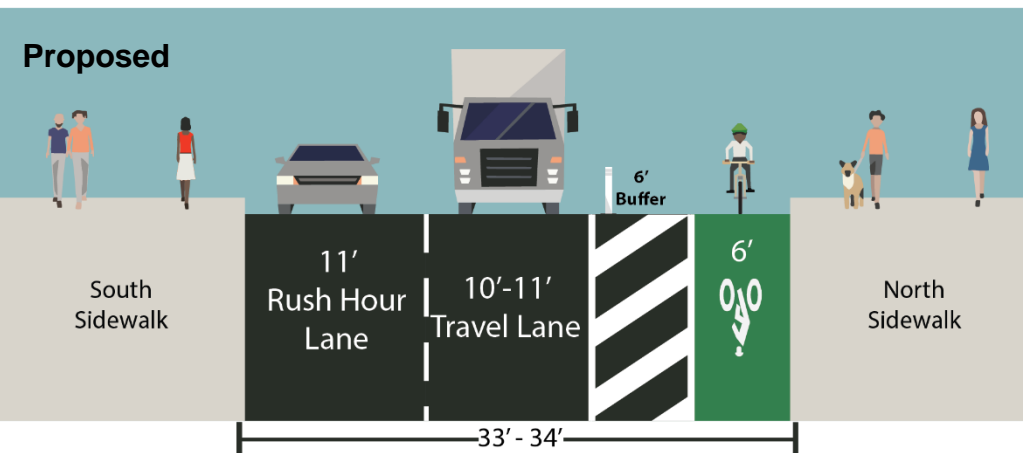
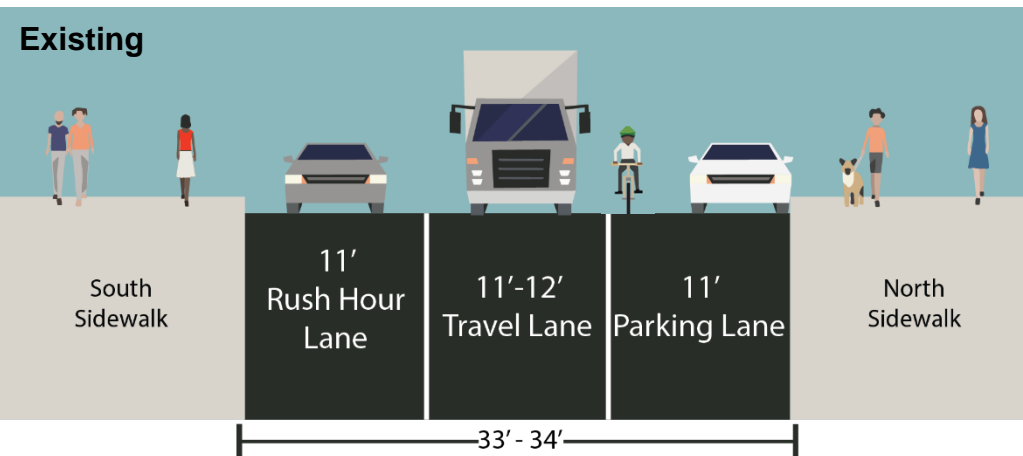


**Removal of 16 loading spaces on north curb, 19 spaces to remain on south curb**



# 38<sup>th</sup> Street and 39<sup>th</sup> Street

**38<sup>th</sup> Street** Park Ave to 3<sup>rd</sup> Ave, Tunnel Exit St to 2<sup>nd</sup> Ave



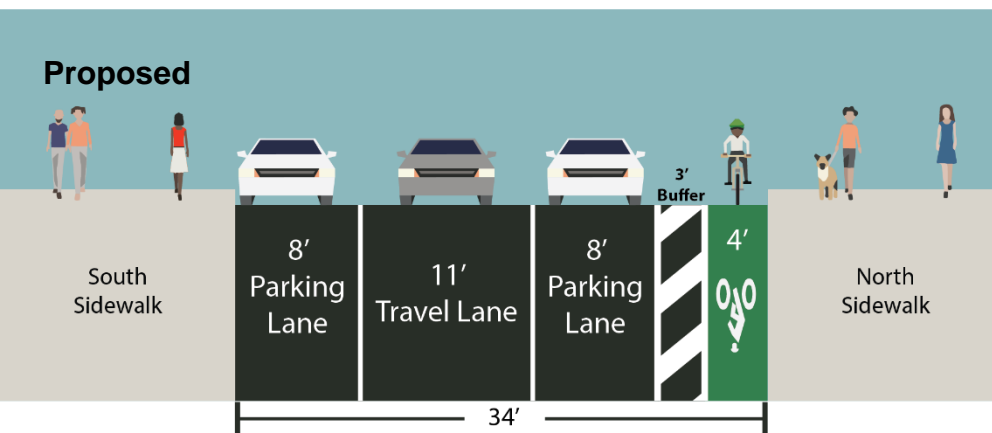
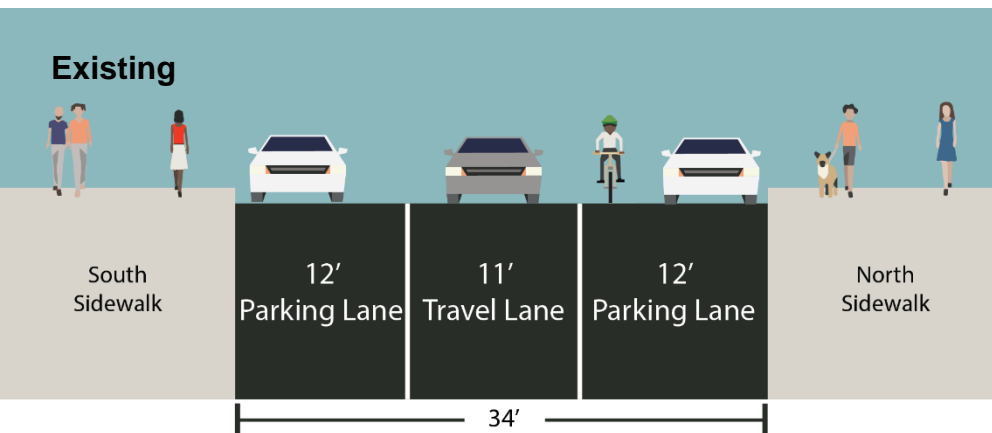
**Removal of 49 loading spaces on north curb, 50 spaces remain on south curb**





# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## 38<sup>th</sup> Street 3 Ave to Tunnel Exit St

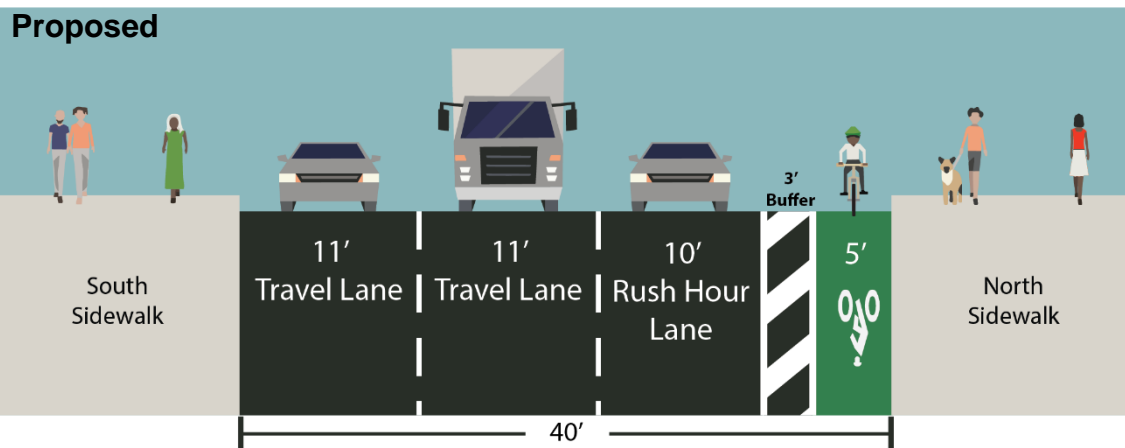
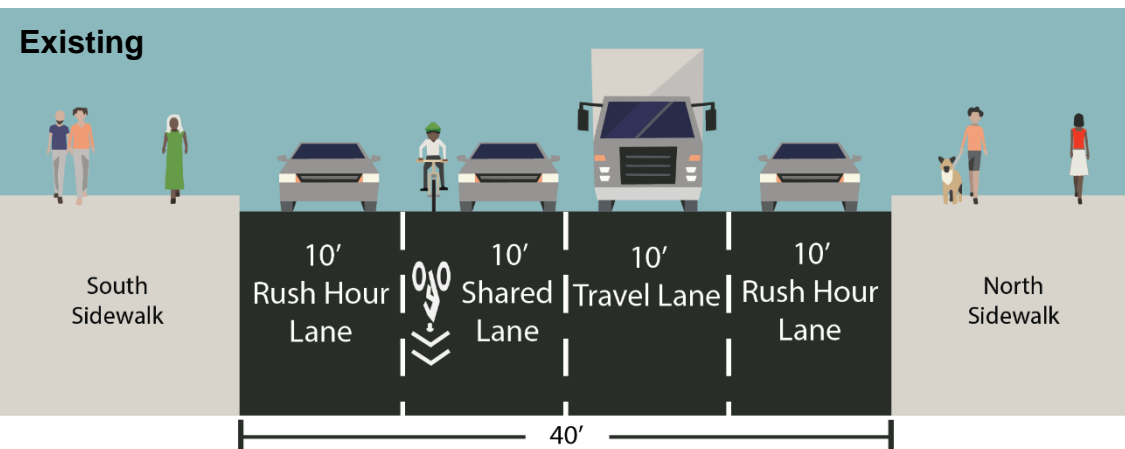


**Removal of 5 parking spaces**  
**11 spaces remain**



# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## 38<sup>th</sup> Street 2 Ave to Tunnel Approach St



**Upgrade existing shared lane**

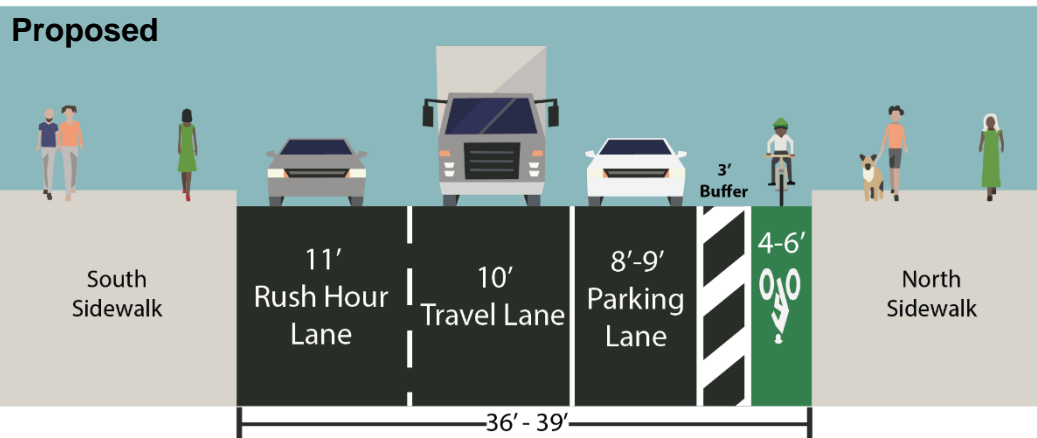
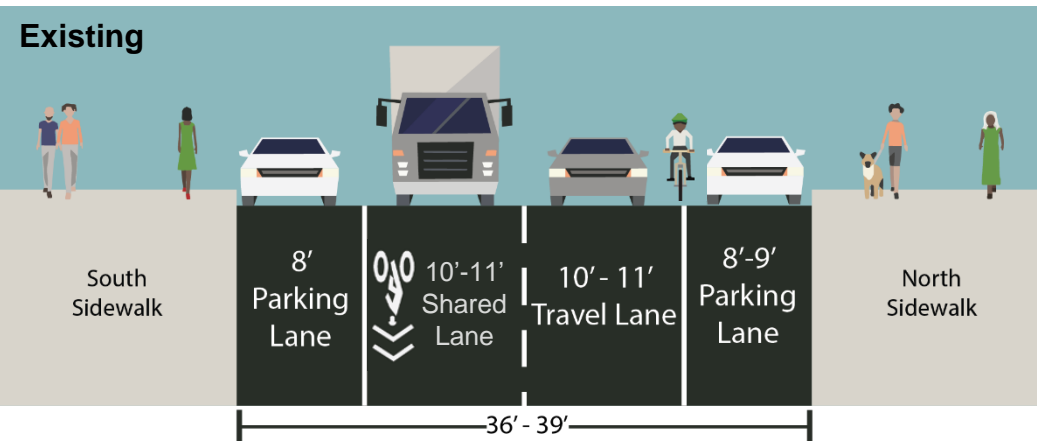
**Removal of 8 loading spaces on south curb**  
**6 spaces remain on north curb**





# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## 38<sup>th</sup> Street Tunnel Approach St to 1 Ave



**Upgrade existing shared lane**

**Medical facility drop-off accommodated**

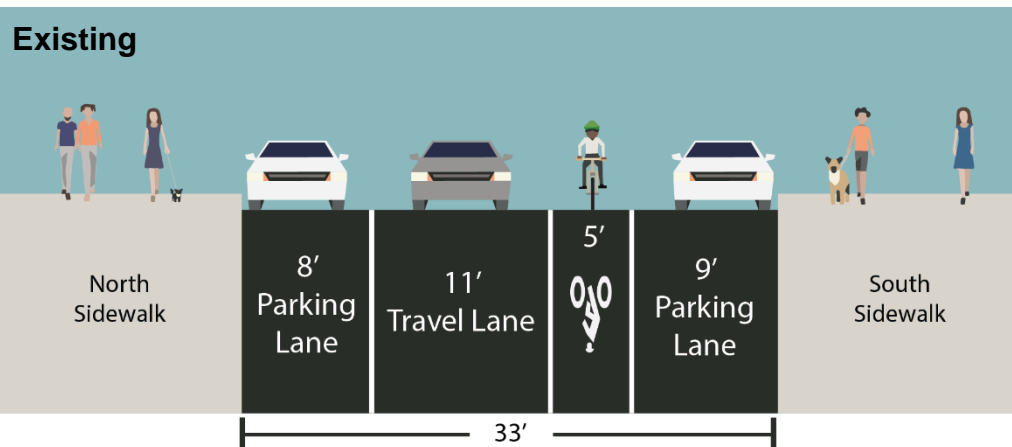
**Removal of 1 parking space,  
36 spaces remain**



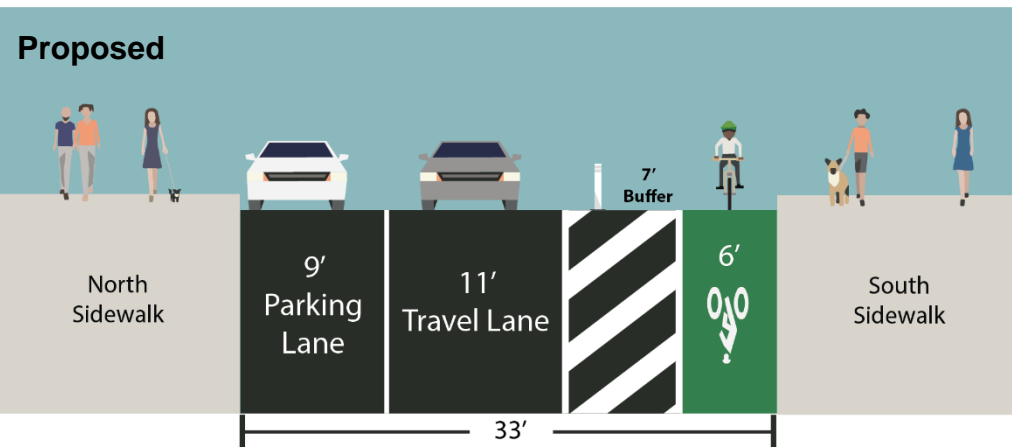
# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## 39<sup>th</sup> Street 1 Ave to Tunnel Approach St

### Existing



### Proposed



**Upgrade existing bike lane**

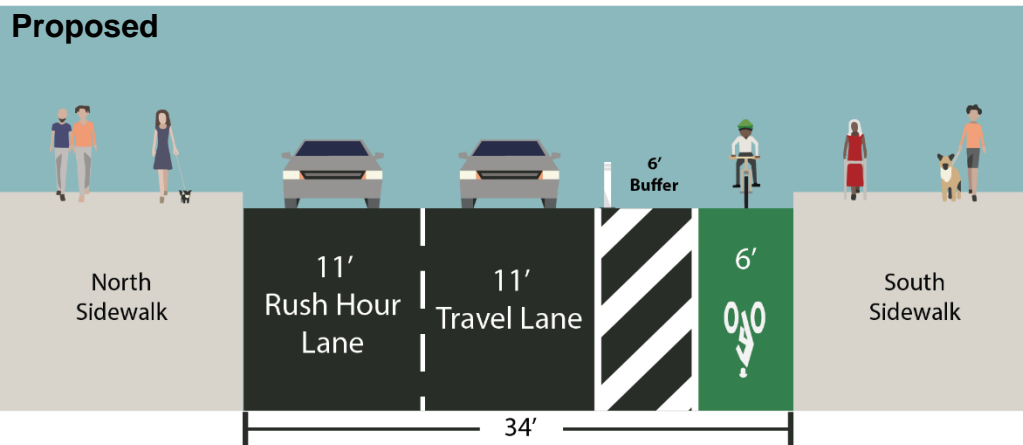
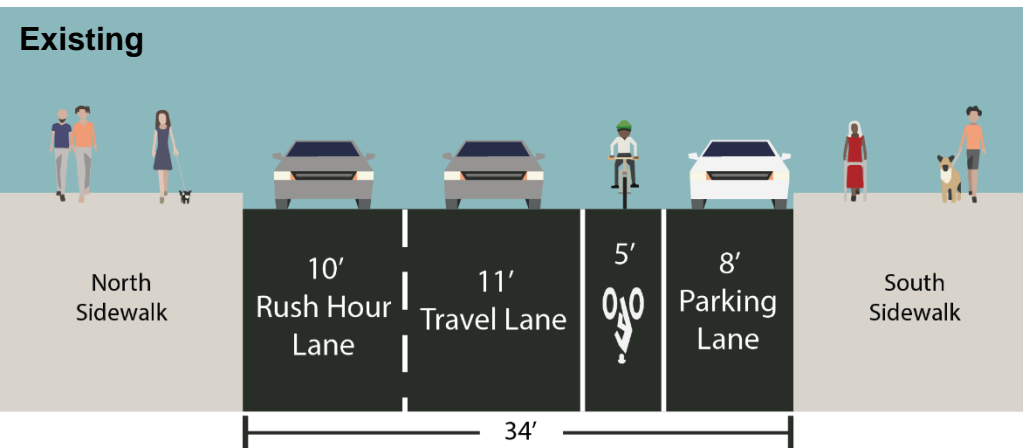
**Removal of 16 loading spaces on south curb, 17 spaces remain on north curb**





# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## 39<sup>th</sup> Street Tunnel Approach St to 2<sup>nd</sup> Ave



**Upgrade existing bike lane**

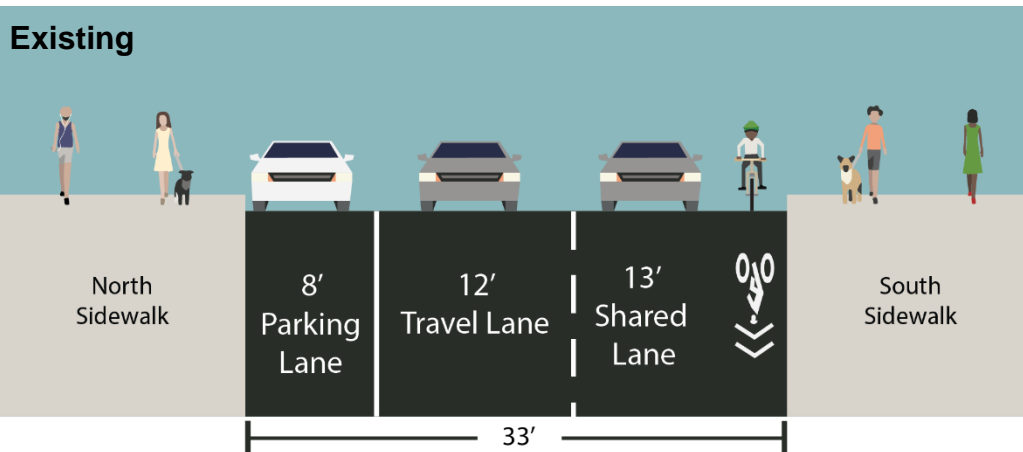
**Removal of 4 loading spaces on south curb  
7 spaces remain on north curb**



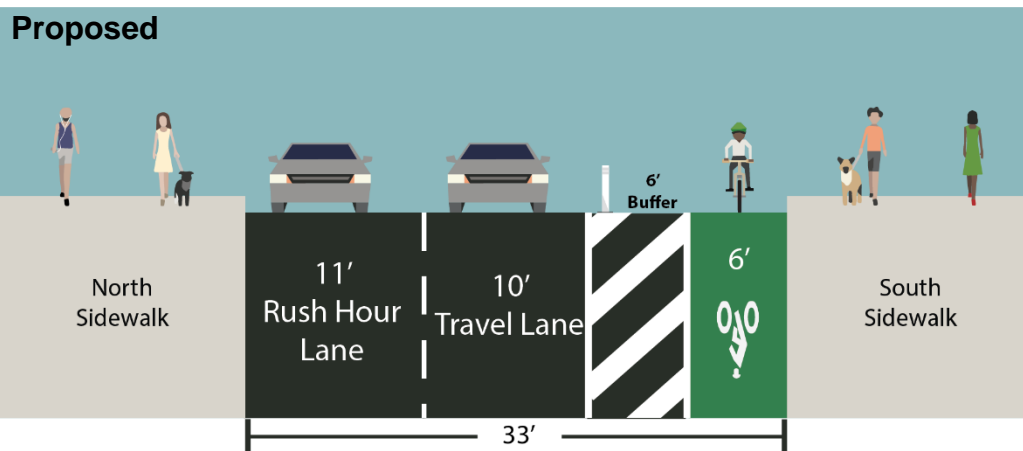
# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## 39<sup>th</sup> Street 2<sup>nd</sup> Ave to Tunnel Exit St

### Existing



### Proposed



**Upgrade existing shared lane**

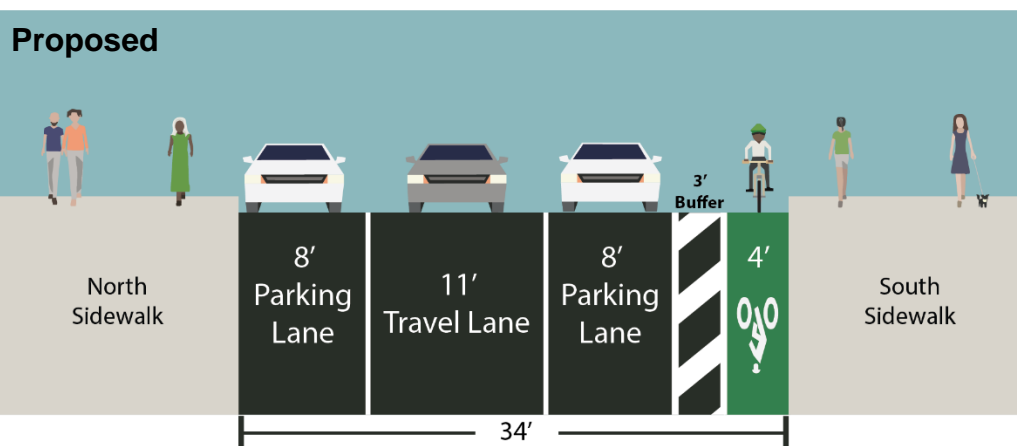
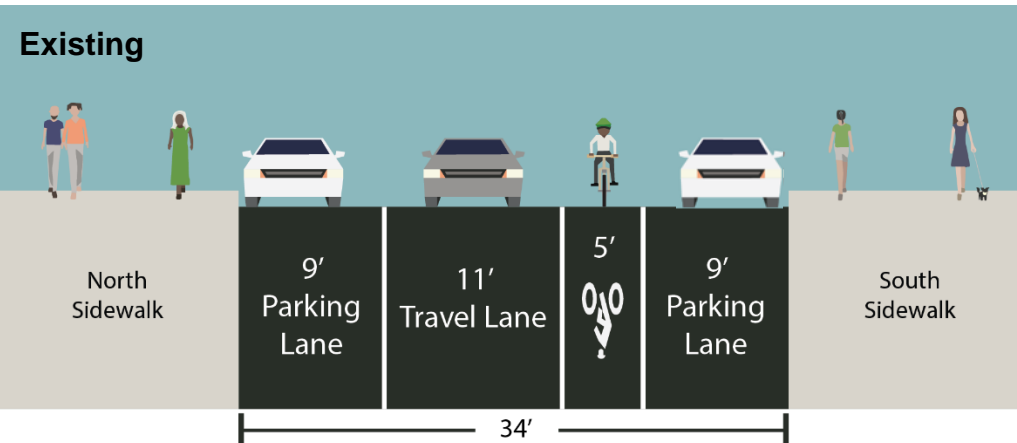
**Removal of 11 loading spaces on south curb, 16 spaces remain on north curb**





# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## 39<sup>th</sup> Street 3<sup>rd</sup> Ave to Lexington Ave



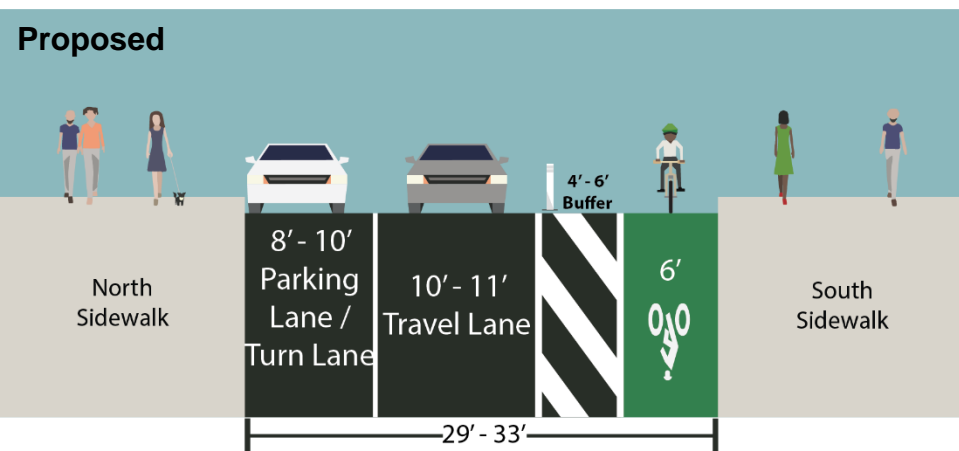
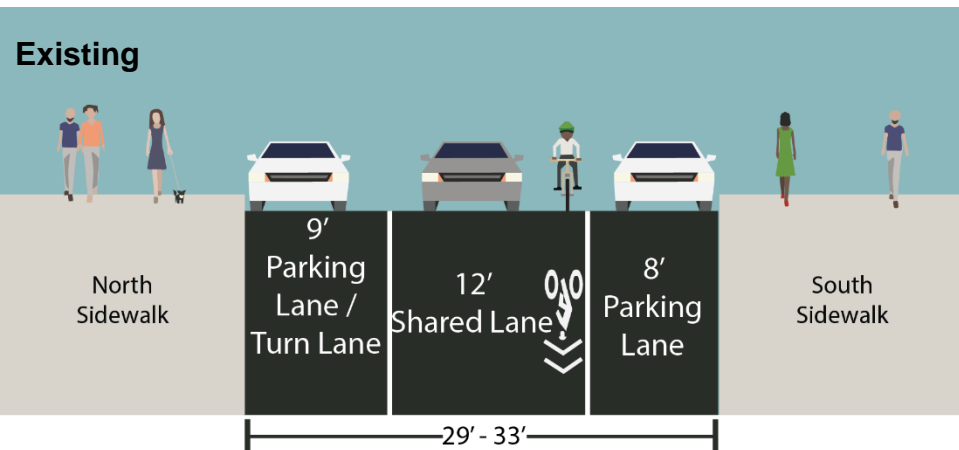
***Upgrade existing bike lane***

***Removal of 3 parking spaces,  
19 spaces remain***



# 38<sup>th</sup> Street and 39<sup>th</sup> Street

**39<sup>th</sup> Street** Tunnel Exit St to 3<sup>rd</sup> Ave, Lexington Ave to Madison Ave



**Upgrade existing shared lane**

**Hotel loading zones to be accommodated**

**Removal of 39 loading spaces on south curb  
44 spaces remain on north curb**





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**Making it Work**

**4**

# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## DESIGNING FOR CURB ACCESS

### *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





# 38<sup>th</sup> Street and 39<sup>th</sup> Street

## TYPICAL DESIGN BENEFITS - VEHICULAR

*Improve the efficiency of intersections through various design interventions*

### Split Phases

*Separate phases for vehicles and cyclists, pedestrians*

### Offset Crossings

*Calm turning vehicles, improves sightlines*

### New Right Turn Bays

*Increase vehicle capacity at intersections*



## TYPICAL DESIGN BENEFITS

### Cyclist Safety

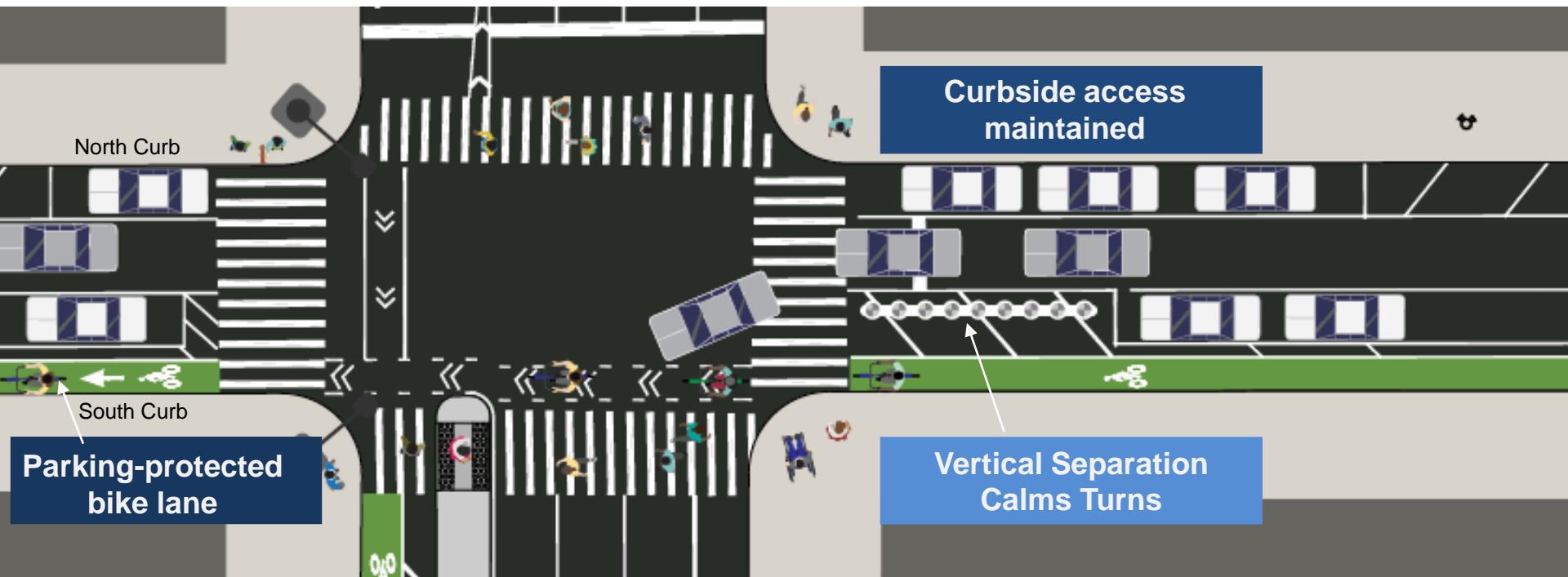
- Cyclists are separated from through traffic by parked cars, from turning vehicles by quick curb
- Cyclists to use existing LPIs or split phases

### Pedestrian Safety

- Simplified vehicular movements
- Ease congestion by providing space for turns

### Curb Management

- Curbside access maintained
- Loading and metered parking maintained



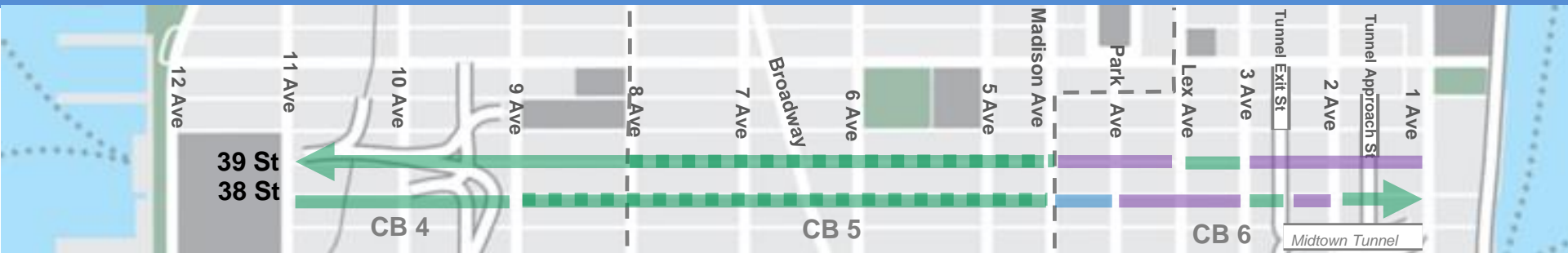
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Next Steps

5



# 38<sup>th</sup> Street and 39<sup>th</sup> Street Design Overview



Parking-protected bike lane



One travel lane

Parking-protected bike lane



Two travel lanes  
Rush hour lanes

Delineator protected bike lane



Curbside buffered bike lane



## Next Steps

### Summer 2020

- Community Board presentations for 38<sup>th</sup> St and 39<sup>th</sup> St Project
- On-going Stakeholder Engagement

### Summer – Fall 2020

- Begin implementation of 38<sup>th</sup> St and 39<sup>th</sup> St Project



# THANK YOU!

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## Questions?



NYC DOT



NYC DOT



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NYC DOT