



7 Ave between W 40 St – 41 St

7th Ave, W 42nd St to W 34th St

Protected Bike Lane and Safety Improvements

Presented by New York City Department of Transportation to Manhattan Community Board 5 on May 20th, 2024



Overview

Background

- 7th Ave, 42nd St to 34th St
 - Existing
 - Safety
- NYC Streets Plan
- Safer Streets for Cycling
- Safety Benefits of Protected Bike Lanes

Proposal

- Existing
- Proposal

Summary & Next Steps

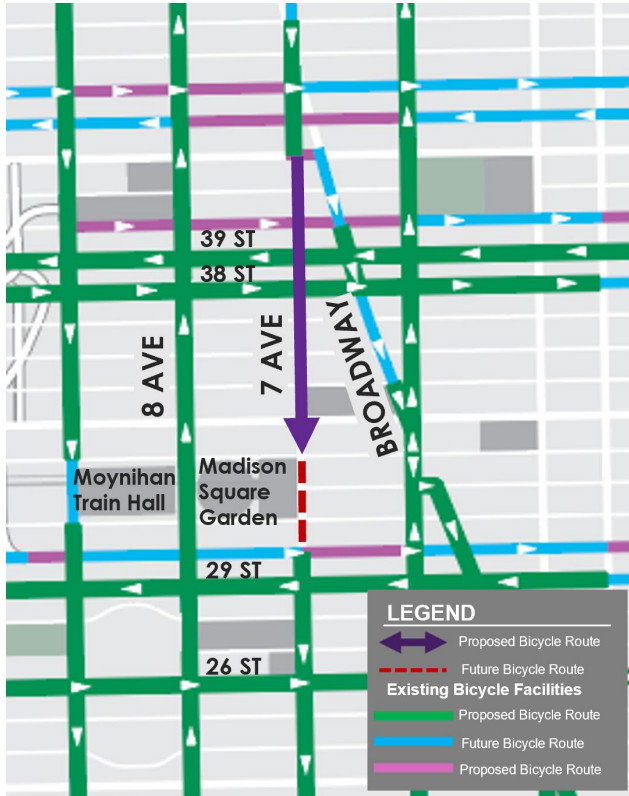


7 Ave between W 36 St – 37 St

Background



7th Ave, 42nd St – 34th St



Corridor Background:

7th Ave, 42nd St to 34th St is approximately .4 miles long and connects Times Square to Madison Square Garden. The corridor is approximately 60' wide.

Past Improvements:

- **Pedestrian Safety:**
 - 2019: Curb extension added to 7th Ave between 41st St and 34th St
- **Protected Bike Lanes:**
 - 2021-2022: Protected Bike Lane installed on 7th Ave between W 58th St and W 46th St
 - 2020: Protected Bike Lanes installed on 38th St and 39th Street
- **Micromobility:**
 - 2022: Large bike corral installed between W 42nd St and W 41st St

7th Ave, 42nd St – 34th St



7 Ave, 42nd St – 34th St

Injury Summary, 2019-2023 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	55	5	0	5
Bicyclist	28	5	0	5
Motor Vehicle Occupant	55	1	0	1
Other Motorized	2	0	0	0
Total	140	11	0	11

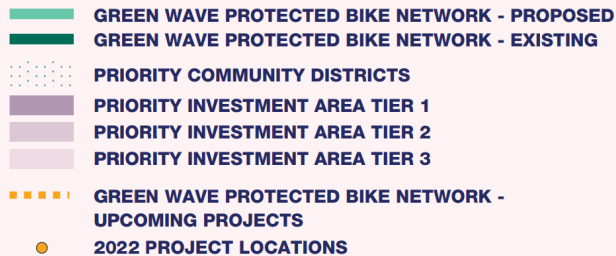
7th Ave between 42nd St and 34th St is a Vision Zero Priority Corridor with 6.6 Pedestrian KSI per mile

NYC Streets Plan

The NYC Streets Plan (response to LL195) calls on the DOT to expand the overall network coverage and connectivity by:

- **Equitable approach to planning, targeting Priority Investment Areas (PIAs) for street improvement projects**
- Build out the citywide PBL network
- Create safe neighborhood cycling network
- Reenergize the greenways program
- Expand bike parking options
- Improve enforcement of blocked bike lanes

7th Ave is a Pedestrian and Cycling Priority Area for Future Investment

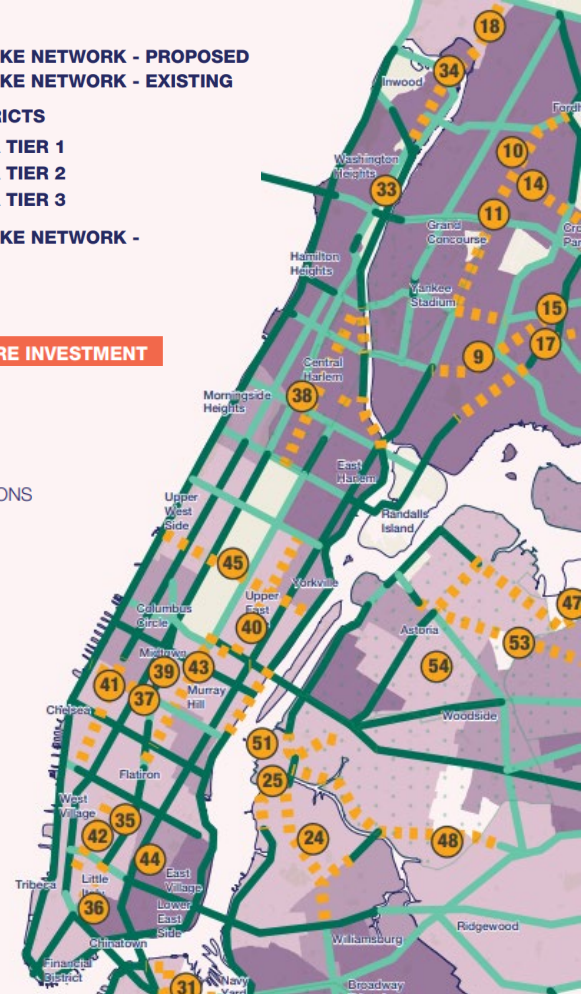


CYCLING PRIORITIZATION AND FUTURE INVESTMENT

MANHATTAN

- 33 NORTHERN AMSTERDAM AVE.
- 34 INWOOD NEIGHBORHOOD CONNECTIONS
- 35 UNIVERSITY PLACE
- 36 CENTRE ST., LAFAYETTE ST.
- 37 7TH AVE.
- 38 ADAM CLAYTON POWELL JR. BLVD.
- 39 BROADWAY BLVD PLAZA
- 40 3RD AVE.
- 41 10TH AVE.
- 42 6TH AVE.
- 43 5TH AVE.
- 44 E. HOUSTON ST.
- 45 72ND ST.

Maps serve as a vision for proposed projects and improvements to be implemented during the five year plan. All geographies are approximate; projects will be developed through detailed design and community feedback.

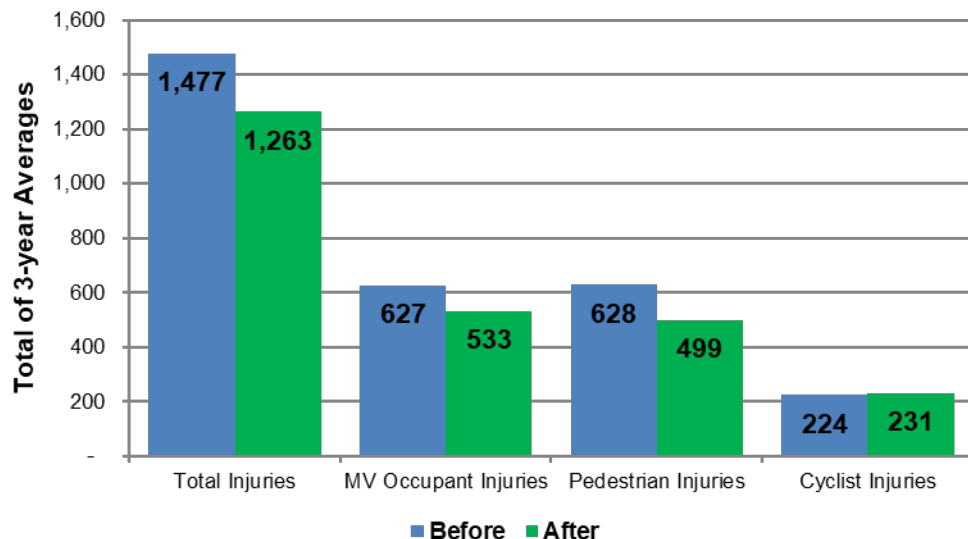


Safety Benefits of Protected Bicycle Lanes

Protected Bike Lanes designs are proven to calm traffic and improve safety for all road users

Protected Bike Lanes

Before and After Crash Data, 2007-2017



Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

Protected bike lanes benefit all street users:

Crashes with Injuries

Down 15%

Motor Vehicle Occupant Injuries

Down 15%

Pedestrian Injuries

Down 21%



VISION ZERO

Multi-agency effort to reduce traffic fatalities and injuries

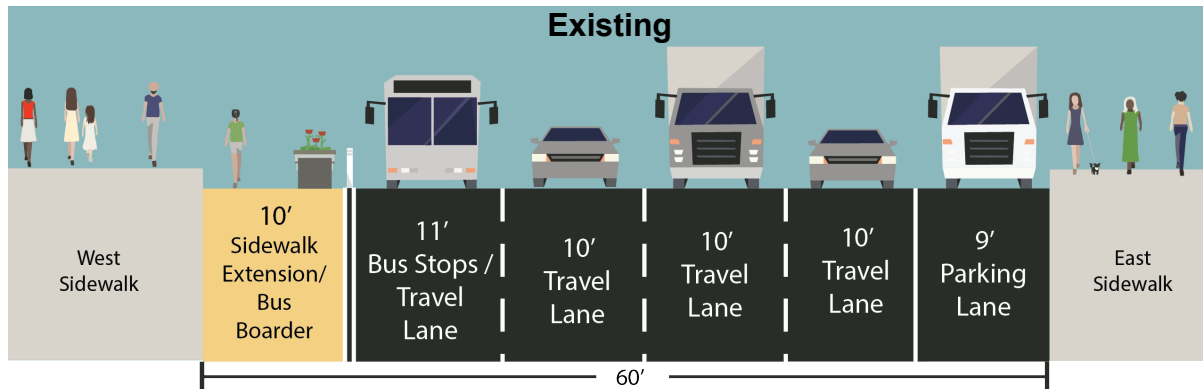
Proposal

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Existing: 7 Ave, 42 St to 34 St

Existing Conditions:

- Long crossing distance for pedestrians
 - 4+ travel lanes, 60 feet
- No dedicated space for cyclists
 - 2,110+ cyclists on 7th Ave, between W 39 St and W 38 St (6 AM – 12 AM - weekday, spring '24)
- Chronic double parking, un/loading trucks in moving lanes



Proposed - 7 Ave, 42 St to 34 St:

Proposed:

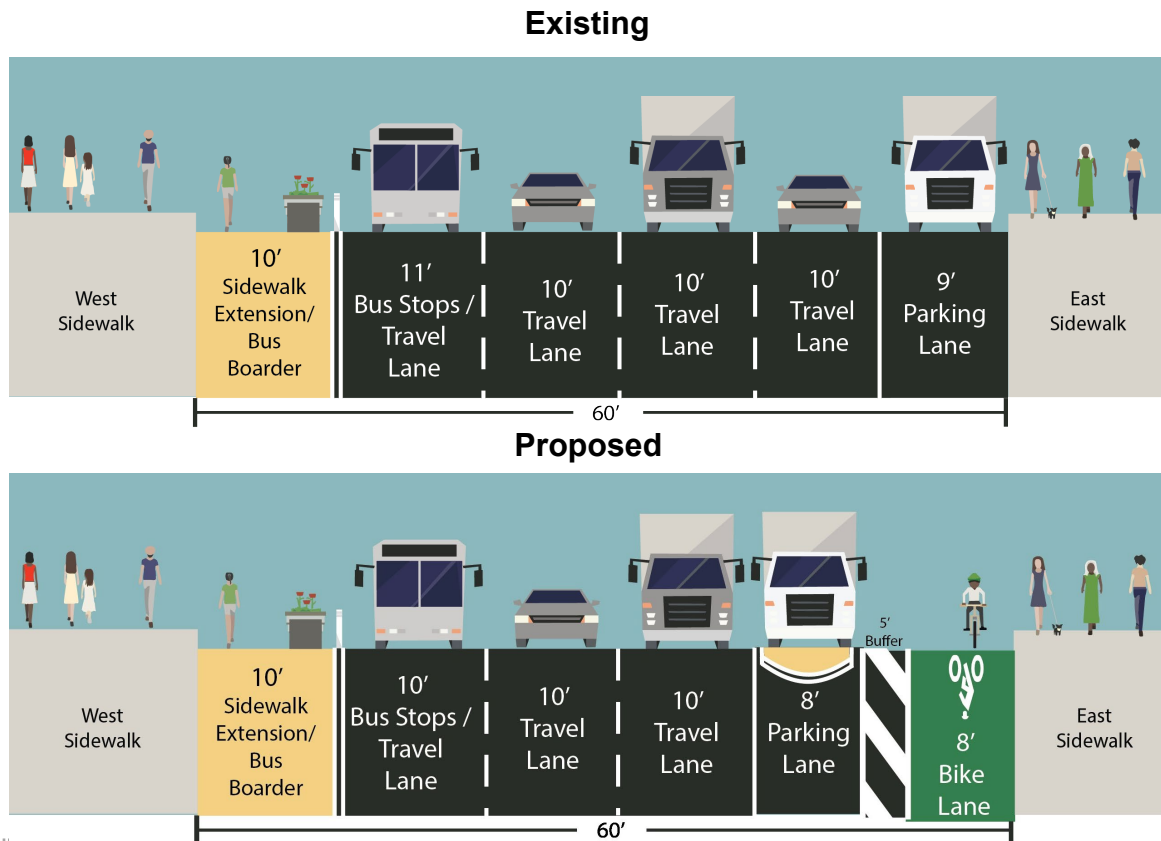
- Parking protected bike lane
- Add daylighting at intersections
- Slow turns – upgrade to offset crossings

Benefits:

- Calms traffic, reduces speeding; improve safety for all users
- Provides safer dedicated space for cyclists that is separated from moving vehicles

Vehicular Volumes:

- Traffic analysis confirms that three travel lanes can accommodate existing peak period volumes

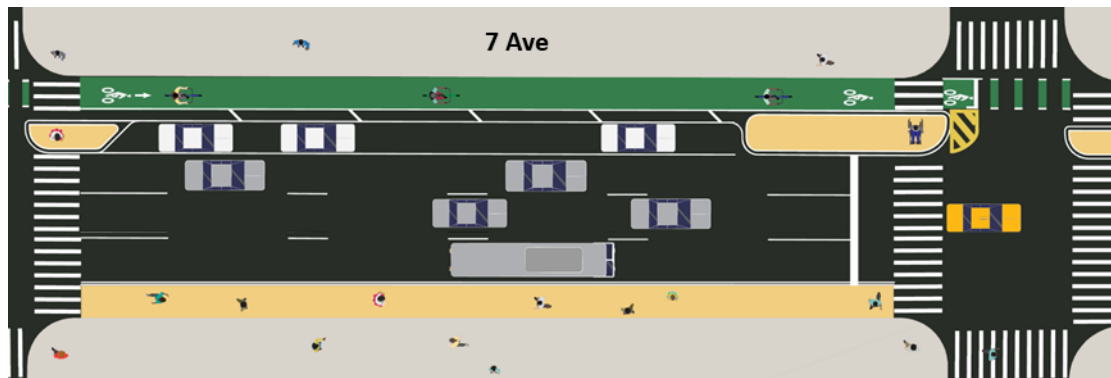


Proposed: Intersection Treatment

Proposed:

- Install Offset Crossings at intersections with lower vehicular volumes
 - Improve visibility of pedestrian and cyclists for turning vehicles
 - Reduce crossing distances, reducing pedestrian exposure
- Minimal parking impact: 1-2 spaces repurposed per block

Offset Crossing

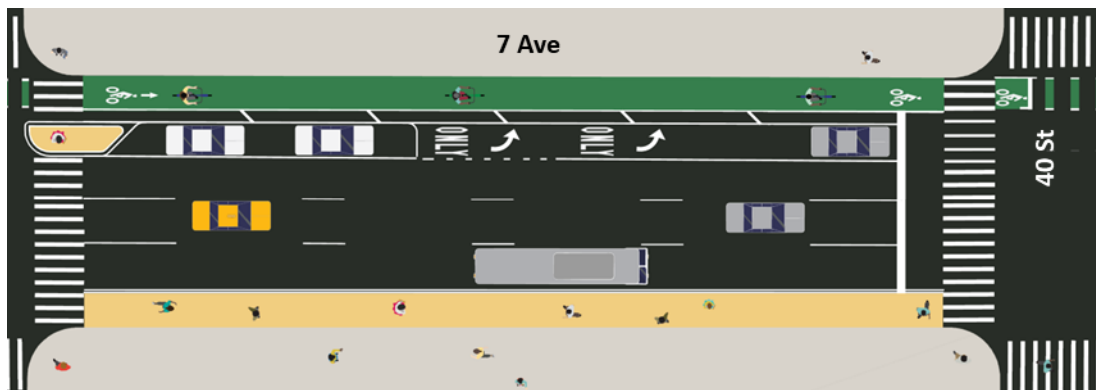


Proposed: Intersection Treatment

Proposed:

- Install Left Turn Lanes with Dedicated Signal Timing at 40th Street
 - Add protected signal phase; reduces conflicts between pedestrians & cyclists and turning vehicles
 - Reduce pedestrian exposure
- Minimal parking impact: 4-5 spaces repurposed

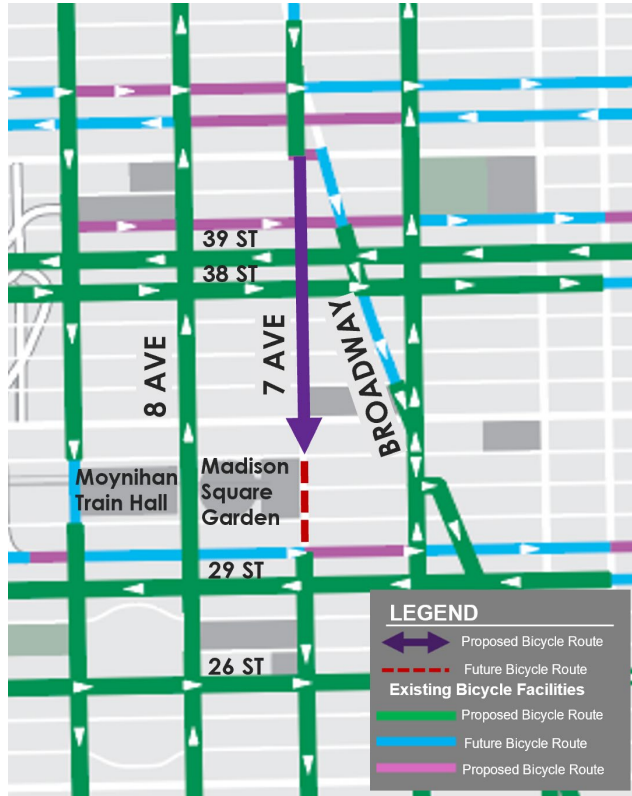
Left Turn Lane



Summary & Next Steps

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Summary & Next Steps



Summary:

- Re-design 7th Ave, W 42nd St to W 30th St
 - Add **dedicated bicycle lane**, re-design **targeted intersections** to improve safety & comfort for cyclists and pedestrians
- Similar street improvement projects resulted in **improved safety for all road users**

Next Steps:

- Repaving scheduled for early July 2024
- Updated markings and vertical elements to follow
- 7 Ave, 34th St – 30th St
 - Coordinating with Vornado and 34th Street Partnership
 - Detailed plans to be presented late 2024/early 2025

Thank You!

Questions?



NYCDOT



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