



MIDTOWN CROSSTOWN PROTECTED BIKE LANES

Presented to Manhattan Community Board 5
March 26, 2018



PRESENTATION OVERVIEW

1. Background
2. Proposed Routes
3. Route Details
4. Summary

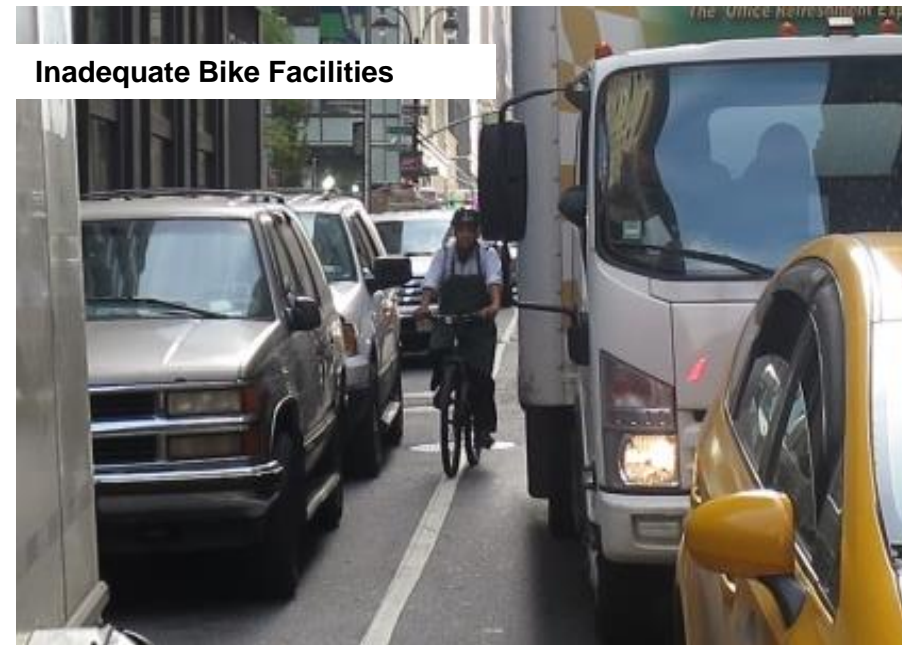
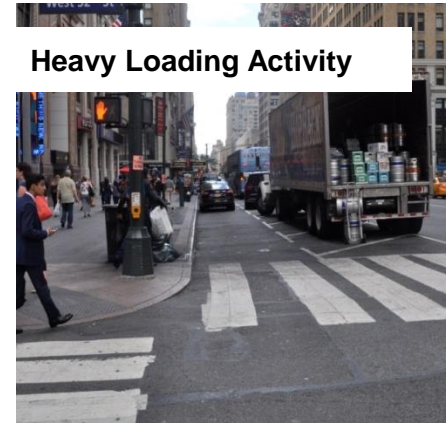


Background

1

Midtown 59th St to 13th St

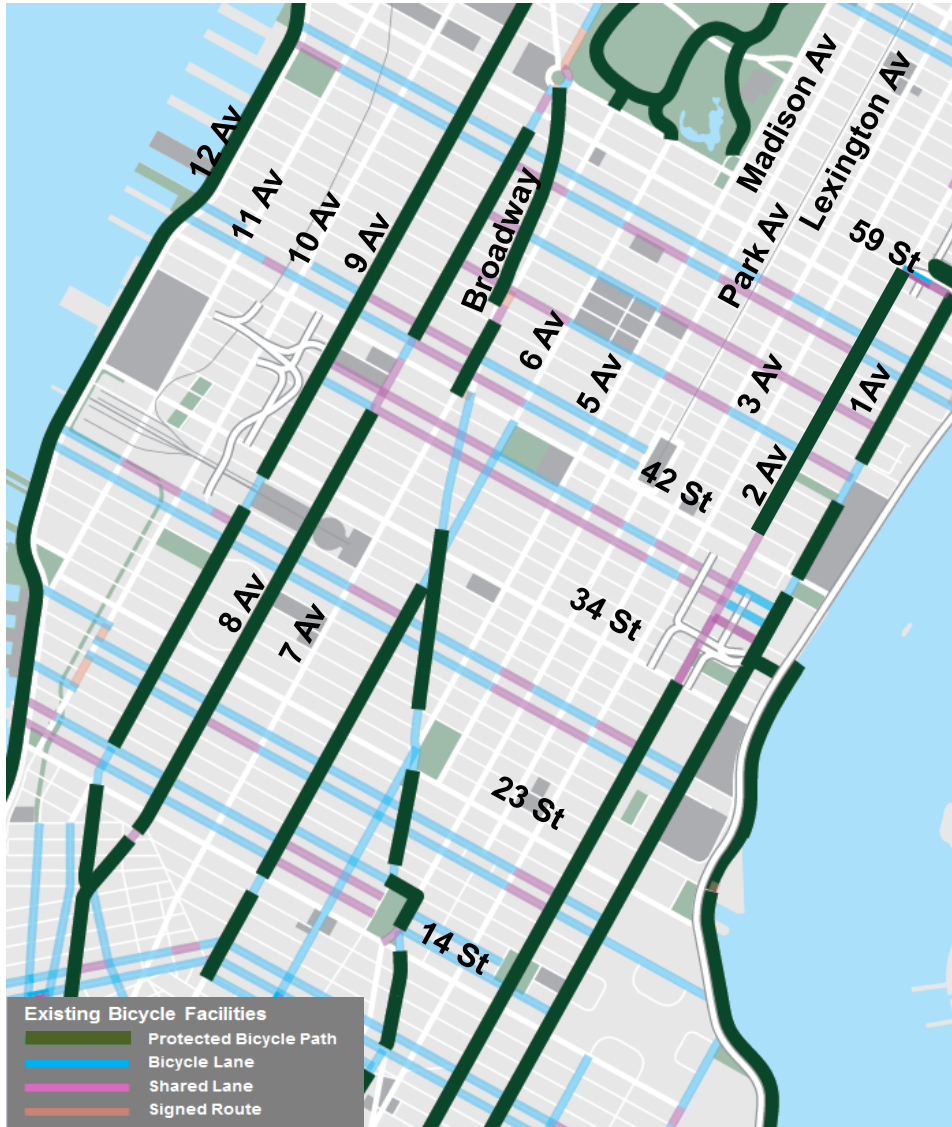
Heavy commercial activity, transportation hubs, and tourist destinations
Major attractions cause congestion for all users



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 deterrents

- 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)

Midtown Bicyclist Safety

Cyclist Fatalities: 2006 to Present



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

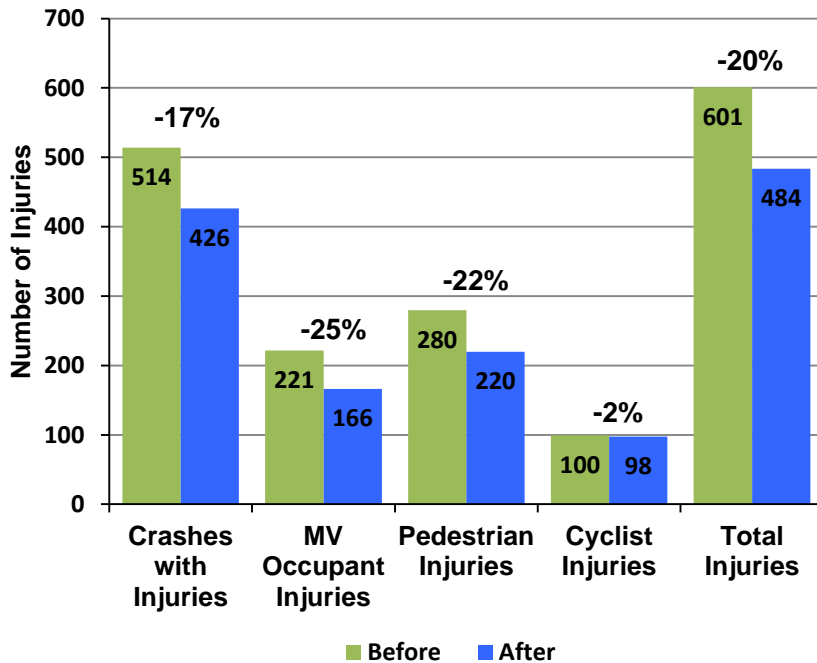
Protected bike lanes in Manhattan improve safety for all users.

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



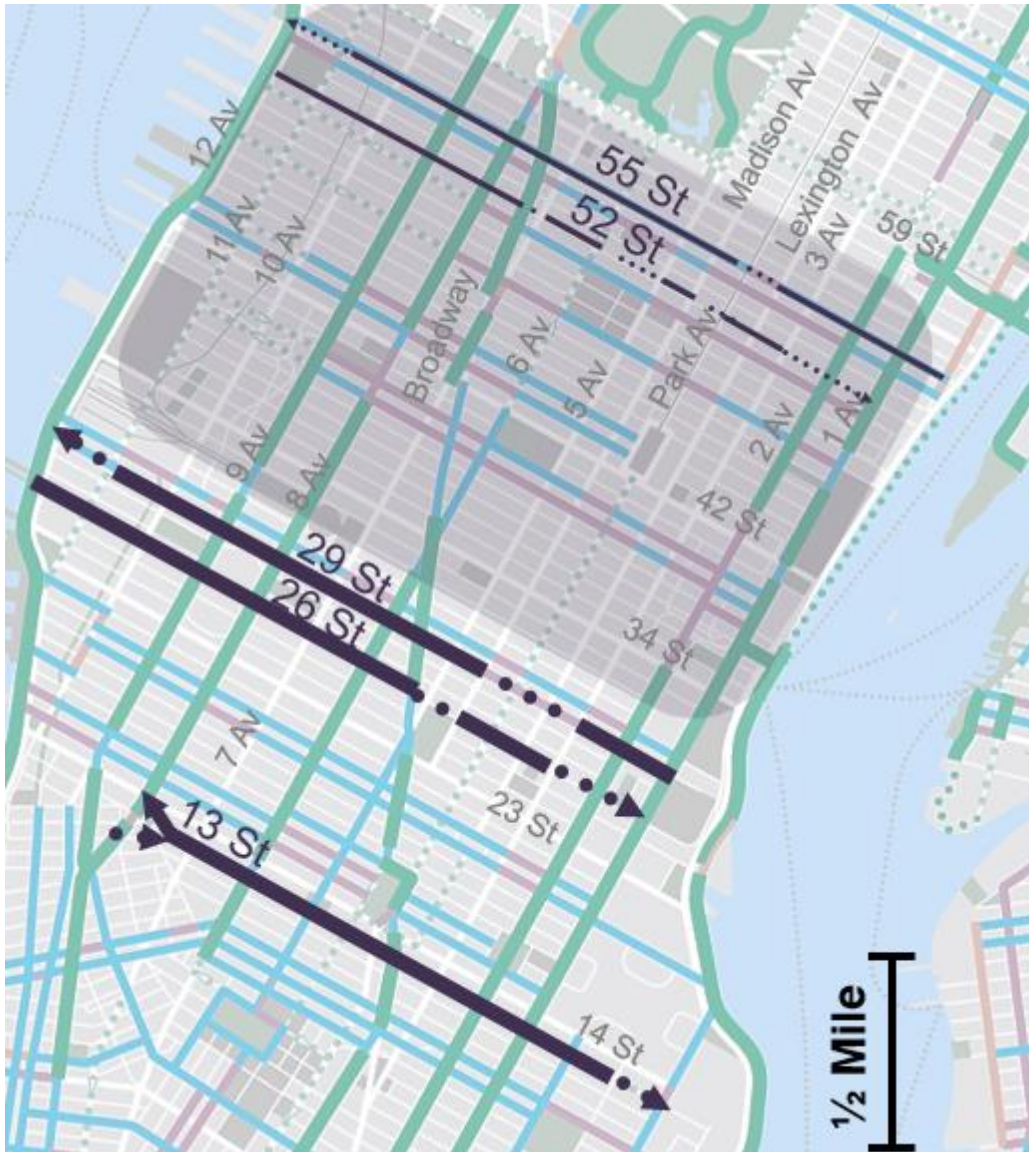
29th St at 2nd Ave

Proposed Crosstown Routes & Design

2

Crosstown Bike Routes Strategy

Proposed Routes - accessible every 1/2 mile through Midtown



USq **Union Square**
13th St
Part of L Train Mitigation

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

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

TSq **Times Square**
Area Under Study
In Development

- Protected Bike Lane
- Conventional or Shared Bike Lane
- Area Under Study

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

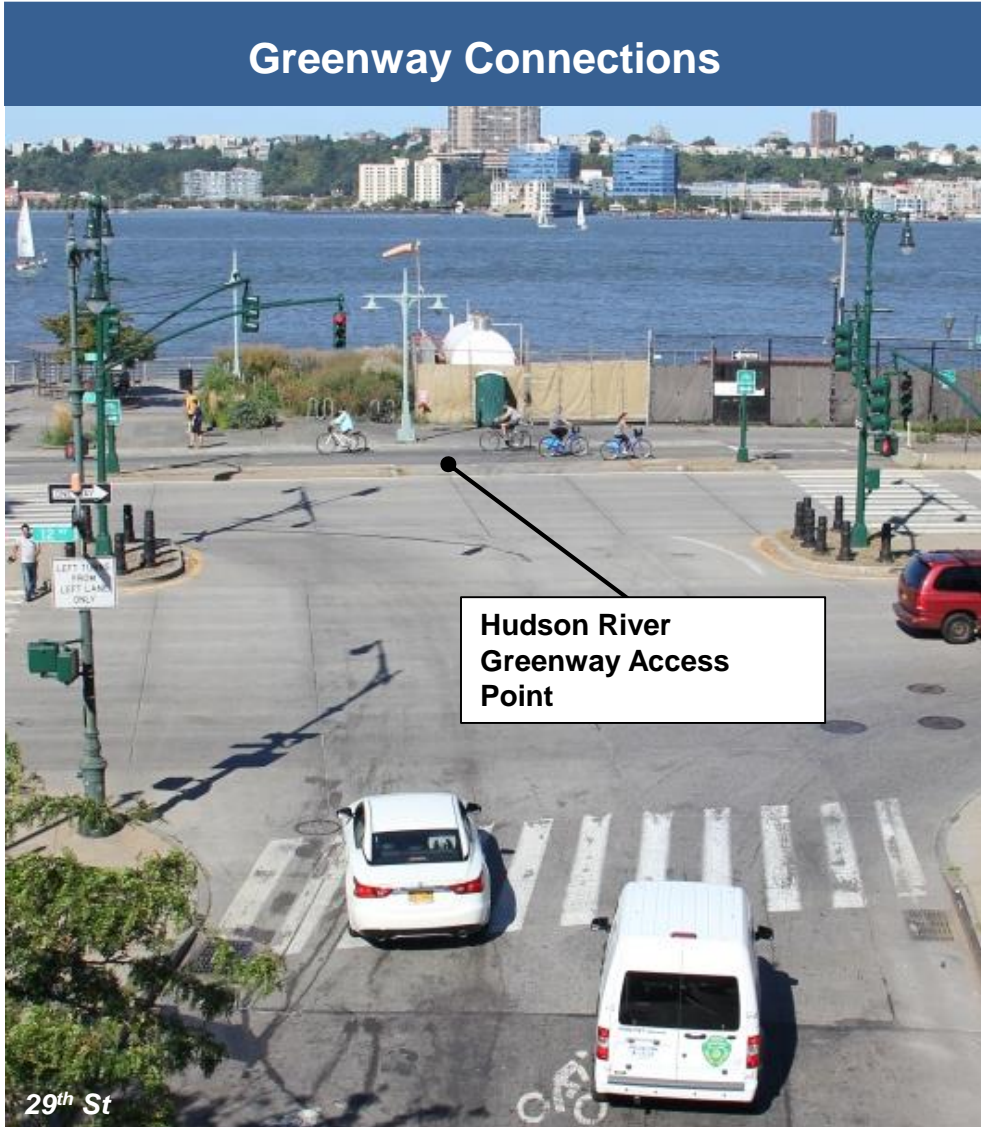
- ① 26th St
- ② 29th St



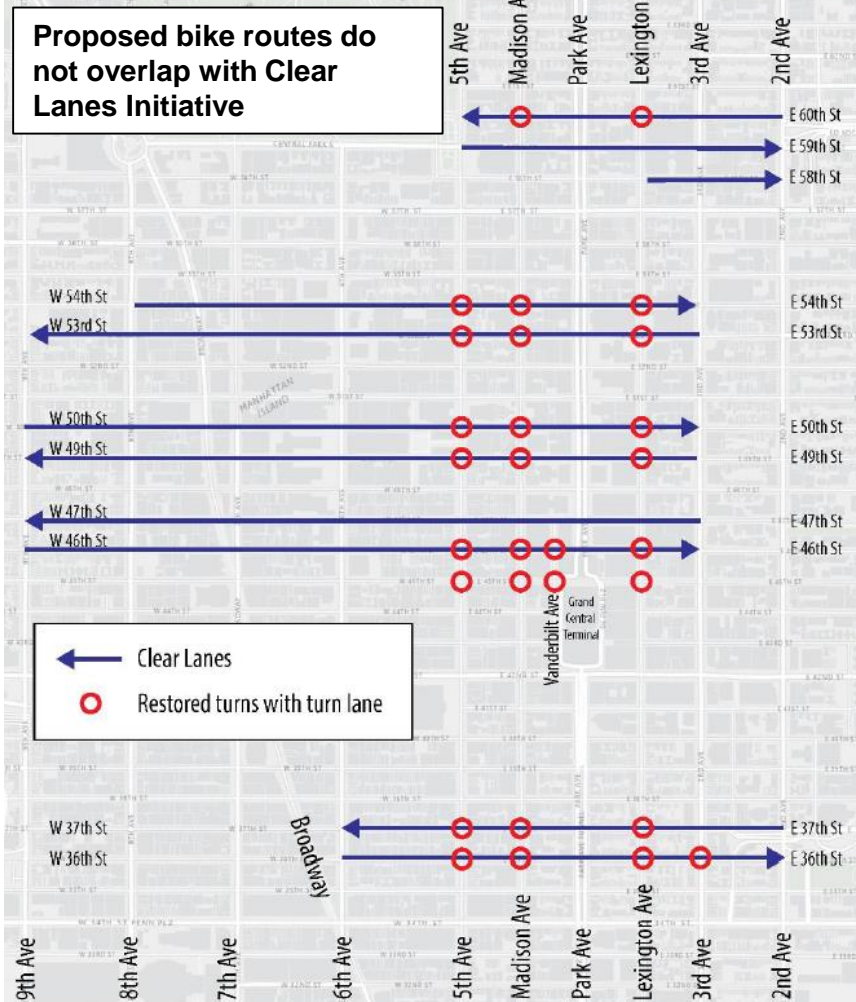
Crosstown Bike Routes Route Selection

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

Greenway Connections



Complements Congestion Management Plan



Crosstown Bike Routes Route Selection *continued*

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

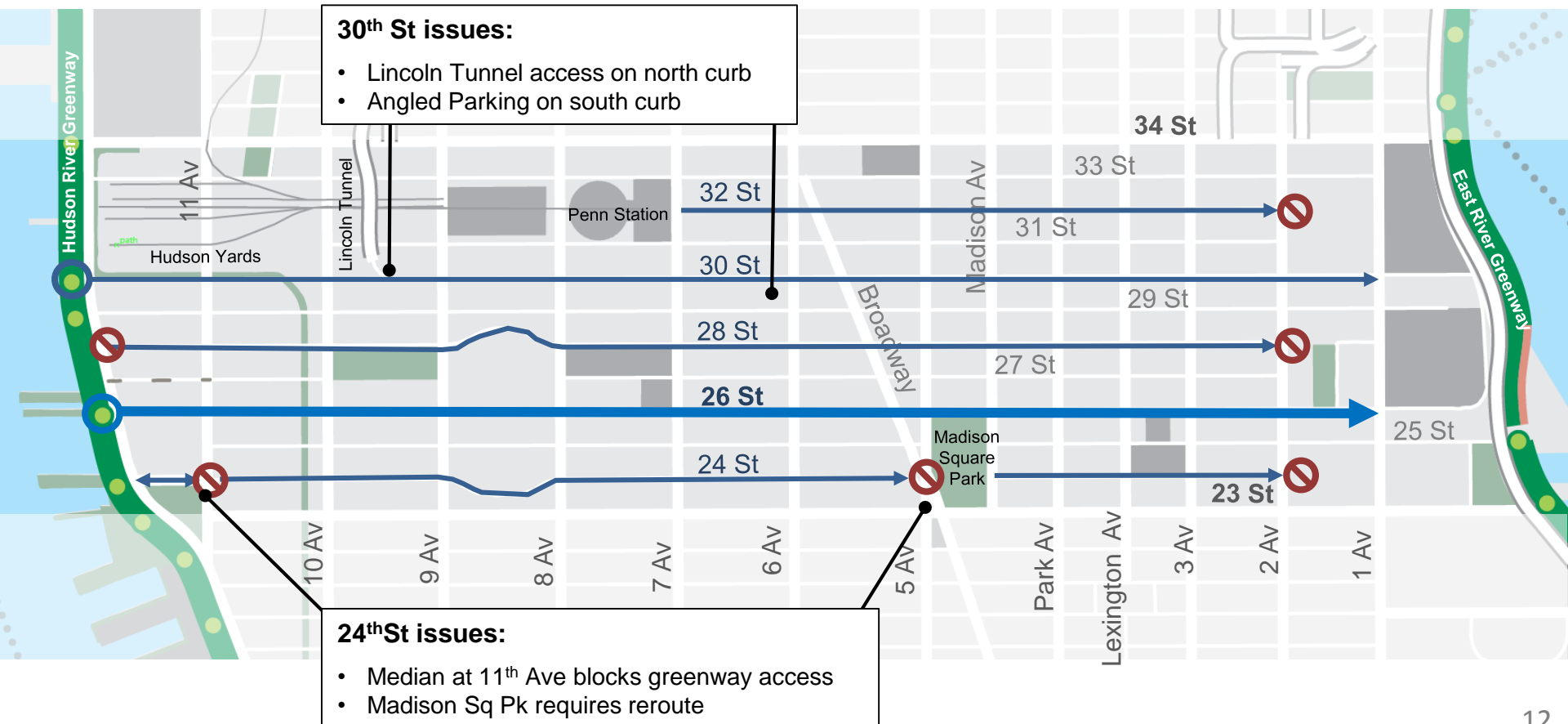
Continuity

Uninterrupted Crosstown Streets

Connectivity

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

Eastbound Route – 26th St



Crosstown Bike Routes Route Selection *continued*

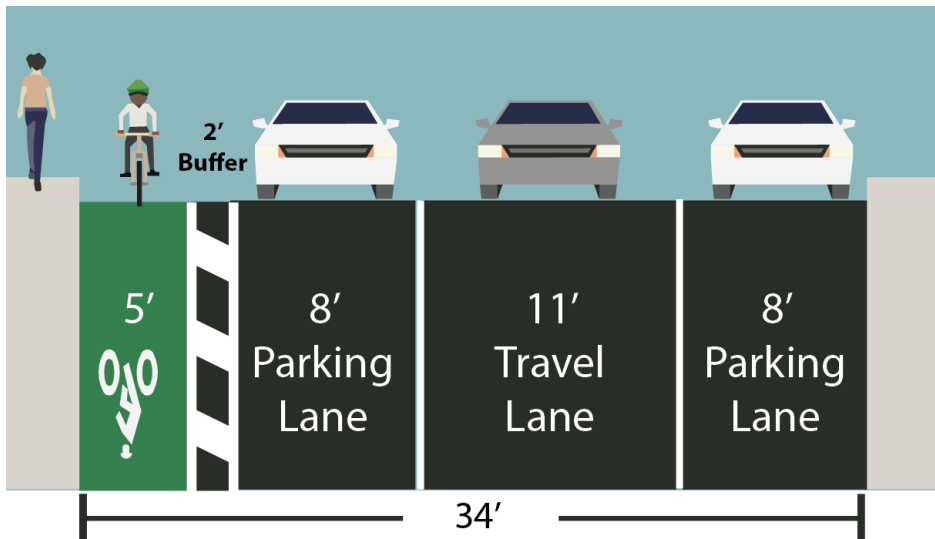
Why did we choose 26th St and 29th St?

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*



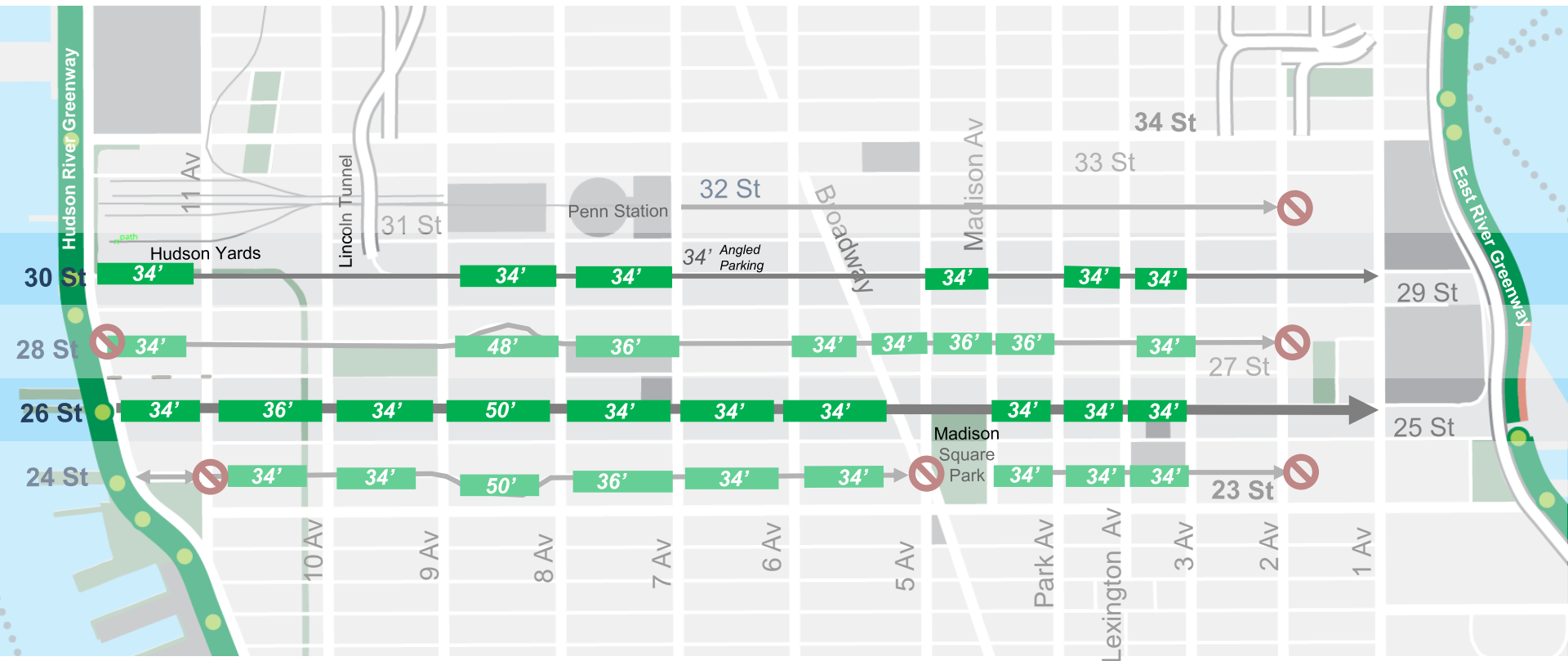
Crosstown Bike Routes Route Selection *continued*

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:

Crosstown Bike Routes Design

Curb Management

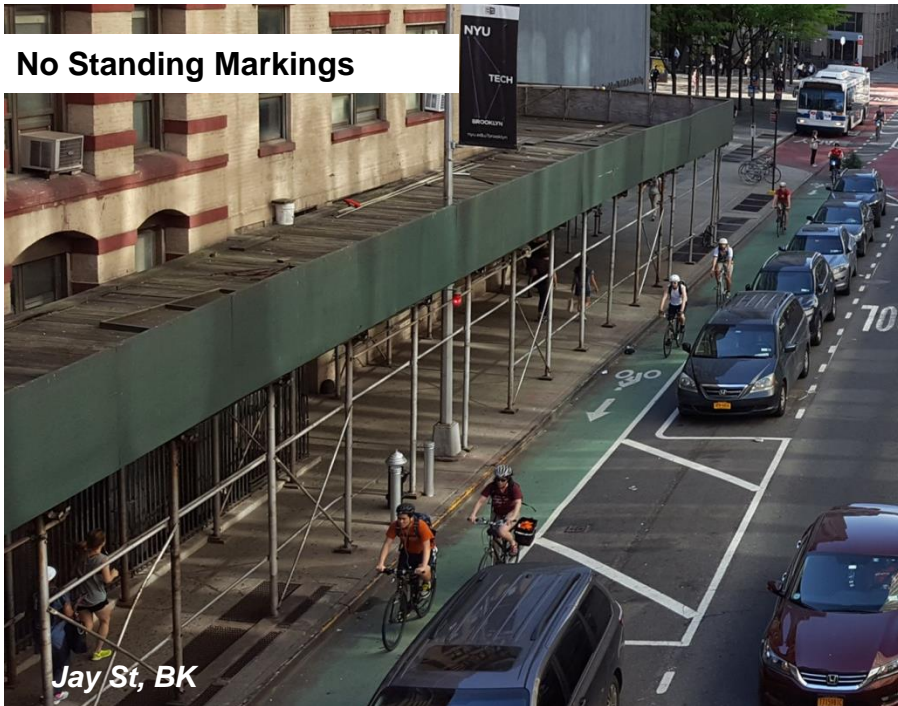
Accommodations for land uses

- 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

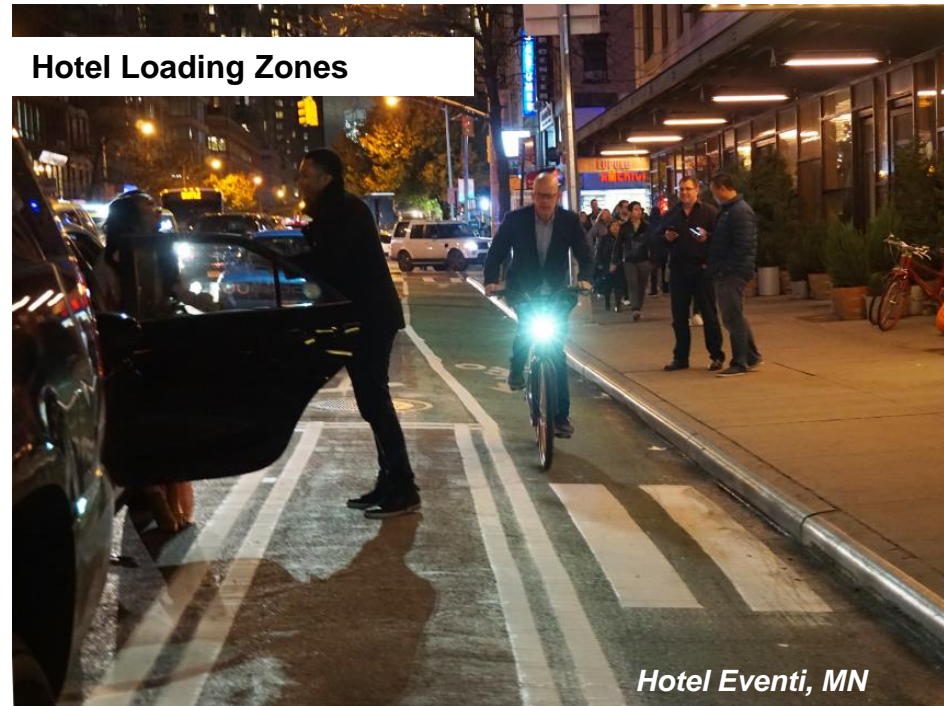
Adjusted Loading Zones



No Standing Markings



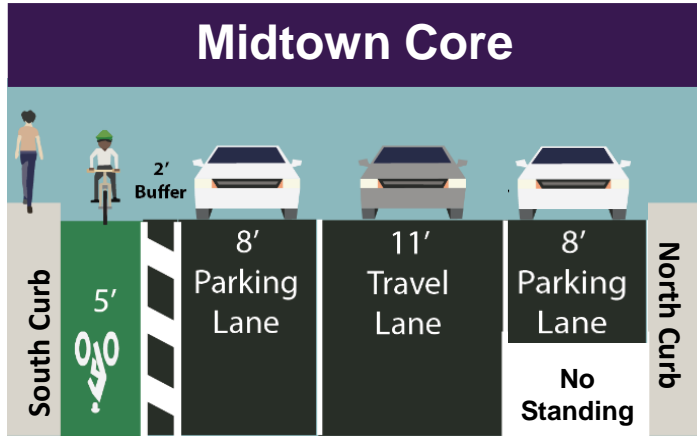
Hotel Loading Zones



Crosstown Bike Routes *Design continued*

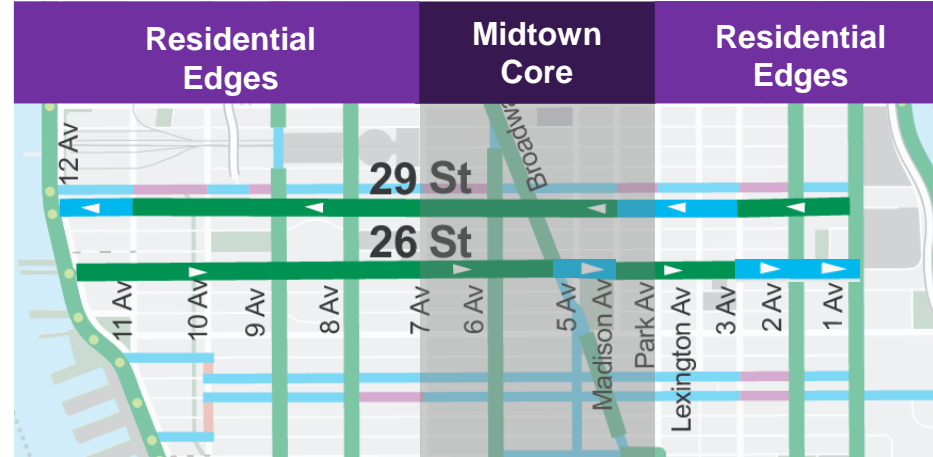
Curb Management

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



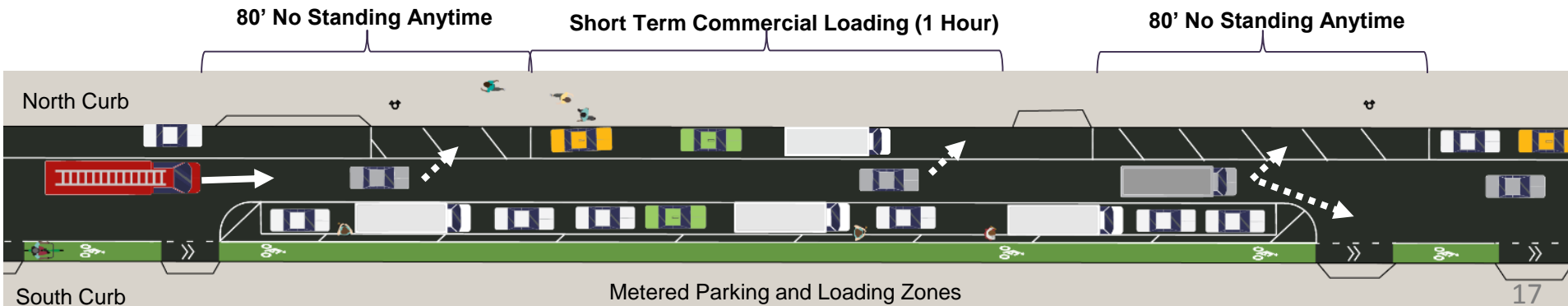
North Curb

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



Emergency Access

- 80' No Standing Anytime zones (2-3 per block, sited at hydrants and driveways to minimize impact)

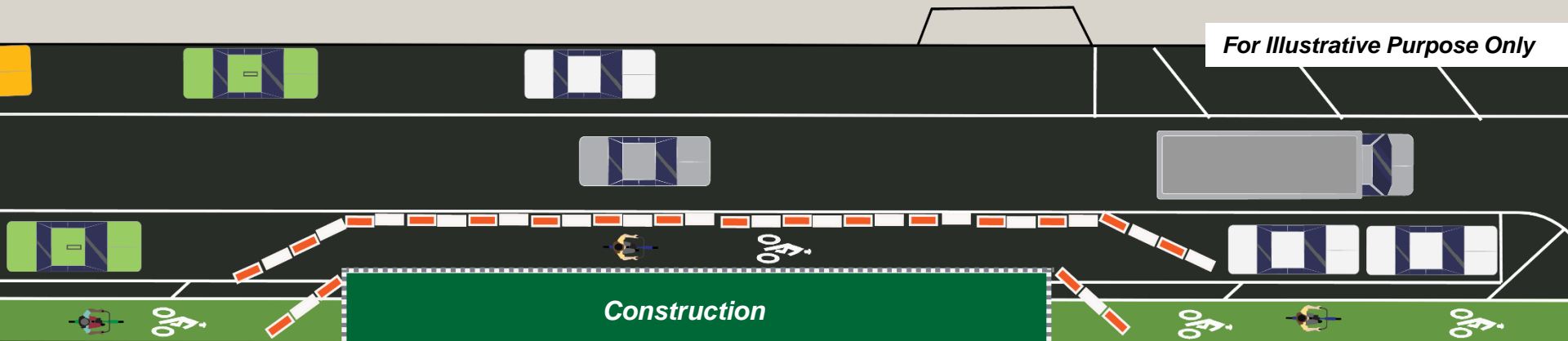


Crosstown Bike Routes Design

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



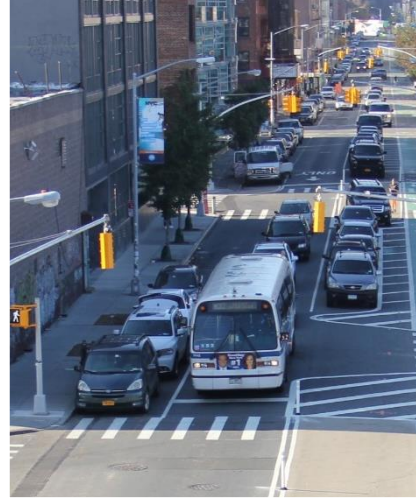
Crosstown Bike Routes Design *continued*

Truck Access

Lane Width Criteria

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.

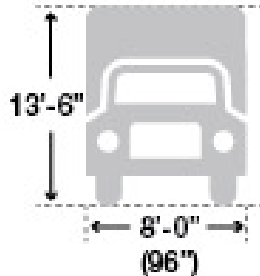
Wider lanes should only be used on higher speed roadways. In many cases, lanes narrower than 11ft should be considered preferred.



TRAFFIC OPERATIONS MANUAL
Standard Operating Procedures

Polly Trottenberg, Commissioner
February 2014
Traffic and Planning Division

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

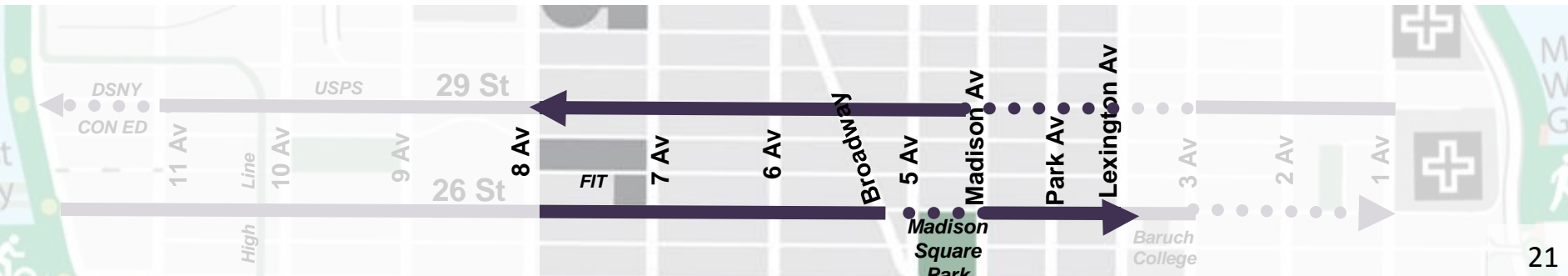
26th St and 29th St

3

Madison Square Corridor

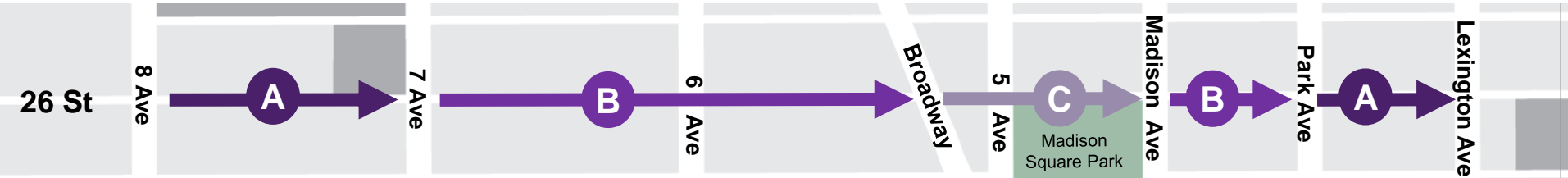
- Connections to Madison Square Park, Bellevue Hospital, colleges, commercial uses, multi-family residences, industrial uses

26th Street & 29th Street

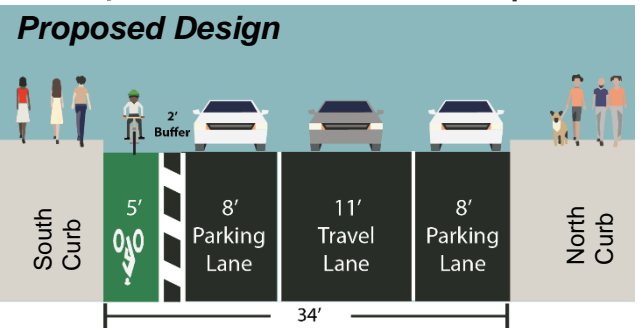
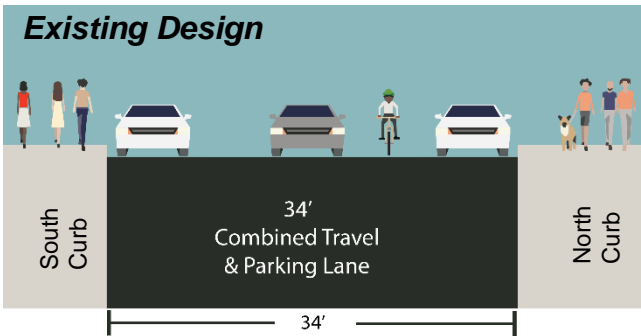


Crosstown Bike Routes in Community District 5

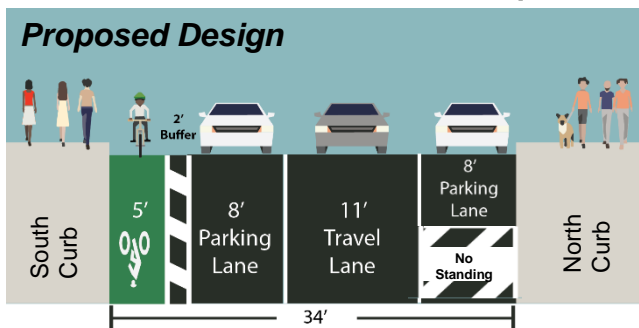
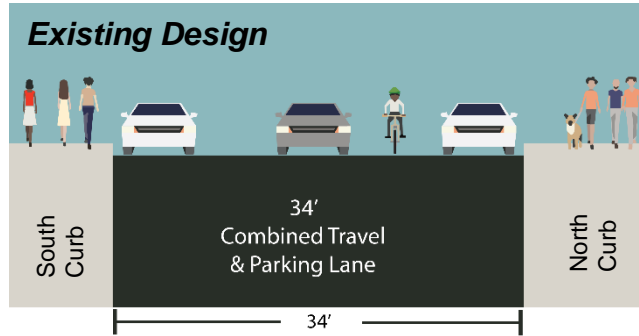
26th Street



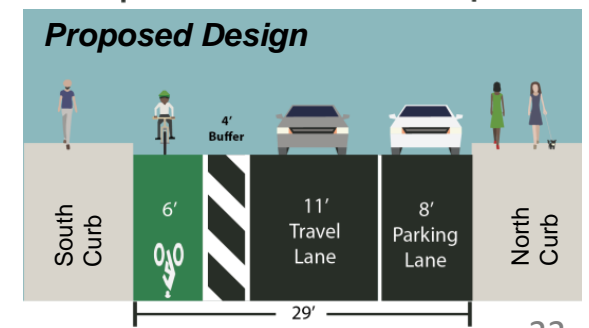
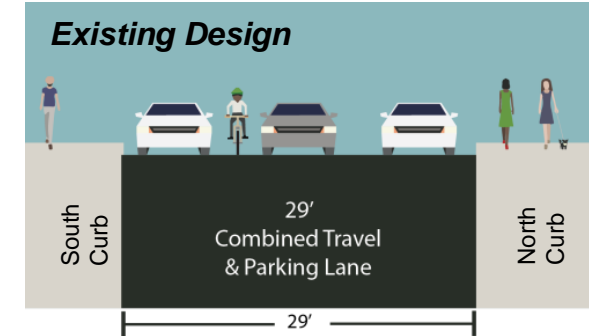
A 8 Ave – 7 Ave



B 7 Ave – Park Ave Emergency Access Zones

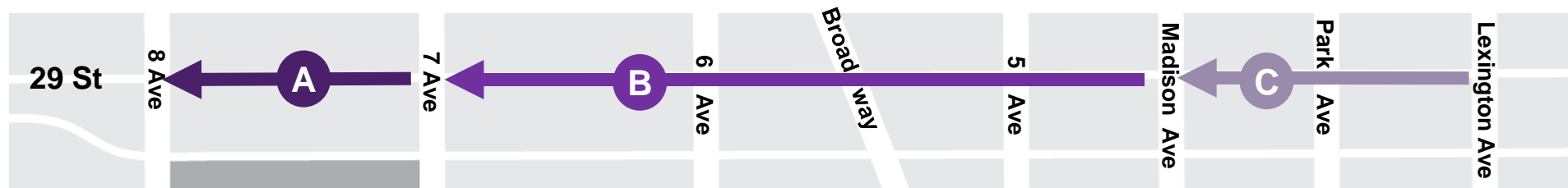


C Broadway – Madison Ave



Crosstown Bike Routes in Community District 5

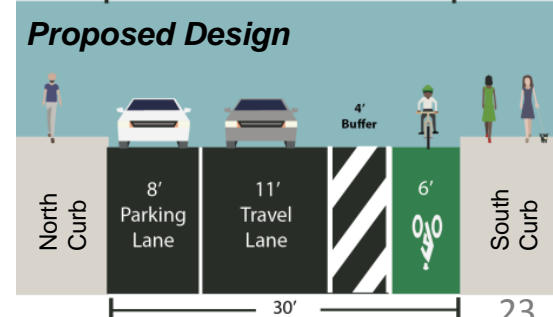
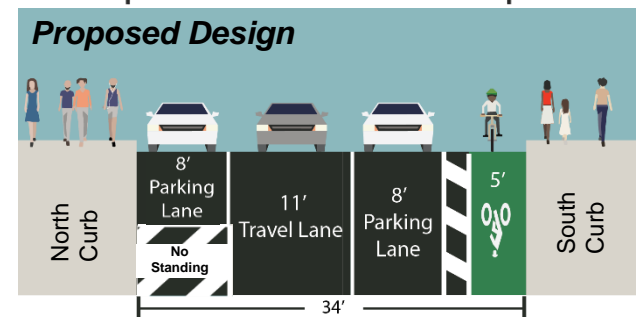
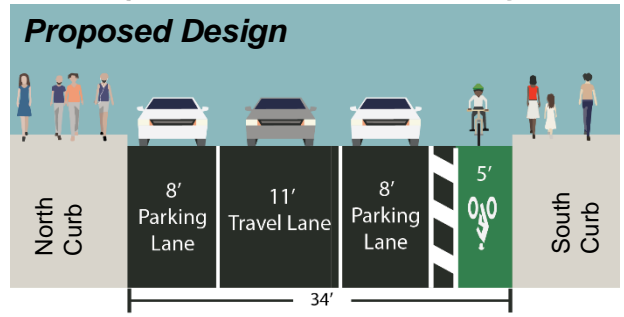
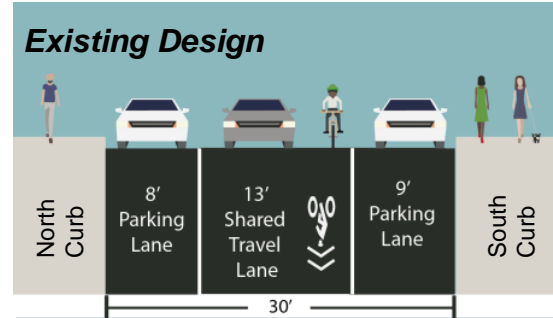
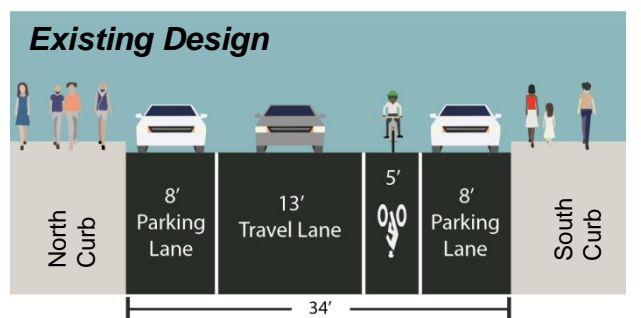
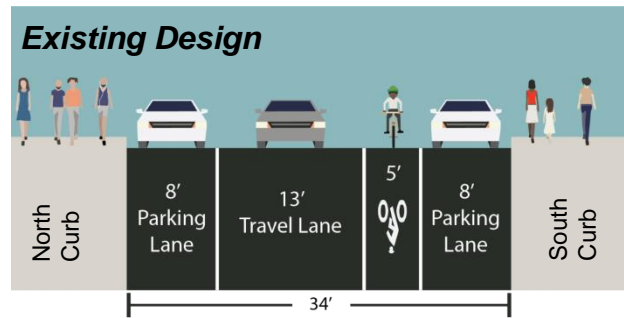
29th Street



A 8 Ave – 7 Ave

B 7 Ave – Madison Ave *Emergency Access Zones*

C Broadway – Madison Ave



Design Benefits

Cyclist Safety

- Cyclists are separated from traffic by parked cars

Simplified Vehicular Movements

- Ease congestion by providing space for turns
- Mixing zones reduce back pressure on turning vehicles

Curb Management

- Preserves loading and curbside access

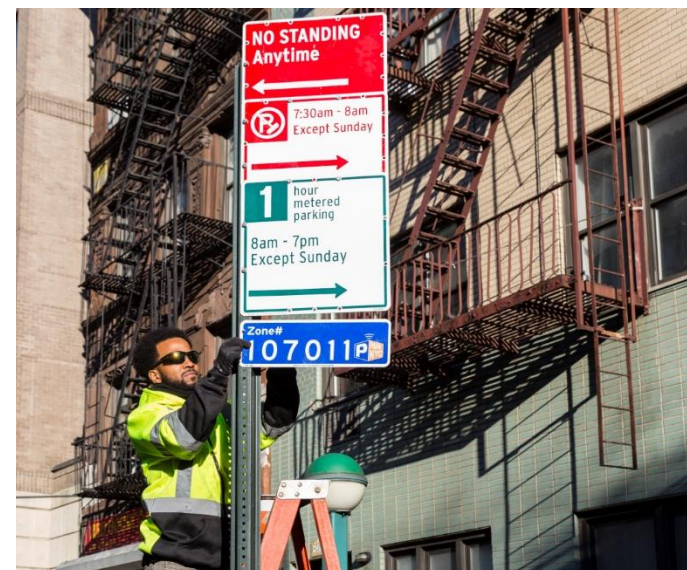


Crosstown Bike Routes Parking Impact in Community District 5

26 th Street		Parking Spaces Removed	
		South Curb	North Curb
From	To	Bike Lane Design	No Standing
8 th Ave	7 th Ave	9	
7 th Ave	6 th Ave	3	6
6 th Ave	Broadway	6	4
Broadway	5 th Ave	4	
5 th Ave	Madison Ave	15	
Madison Ave	Park Ave	5	6
Park Ave	Lexington Ave	4	
Total spaces		46	16

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

29 th Street		Parking Spaces Removed	
		South Curb	North Curb
From	To	Bike Lane Design	No Standing
8 th Ave	7 th Ave	2	
7 th Ave	6 th Ave	2	10
6 th Ave	Broadway	1	6
Broadway	5 th Ave	6	4
5 th Ave	Madison Ave	2	3
Madison Ave	Park Ave	12	
Park Ave	Lexington Ave	14	
Total spaces		39	23

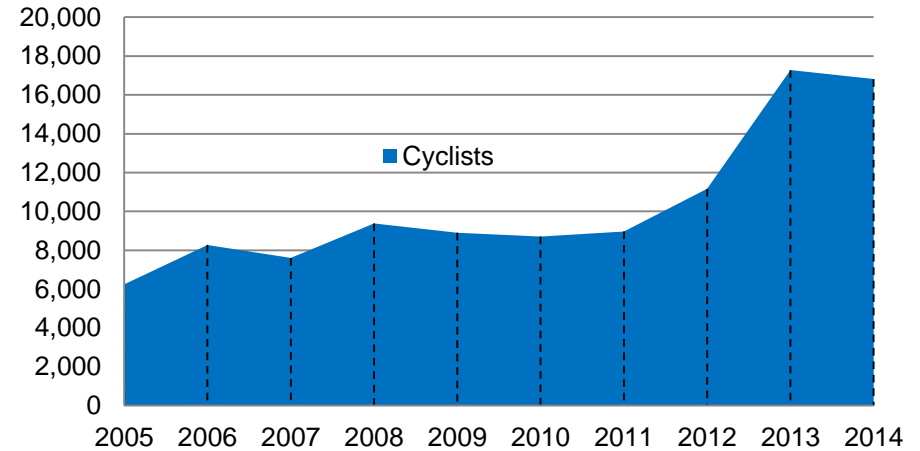


Making it Work

Congestion Management

- Continue to accommodate growth of midtown bicycle ridership

Manhattan Bike Commuting



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

4

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?



NYC DOT



NYC DOT



nyc_dot



NYC DOT