

# 7 AV

## 34 ST - 42 ST

Presentation to Community Board 5 Transportation Committee

May 22, 2017





# IMPACT OF GROWTH ON CONGESTION IN NYC

## Reduced vehicle speeds

*Slower trips and greater motorist frustration*



## Slower bus speeds

*Slower and less reliable bus service*



## More deliveries and longer delivery times

*More double-parking and economic impacts on businesses*



# IMPACT OF GROWTH ON CONGESTION IN NYC

## More pedestrians

*More crowded sidewalks and crosswalks*

### *New York's Sidewalks Are So Packed, Pedestrians Are Taking to the Streets*

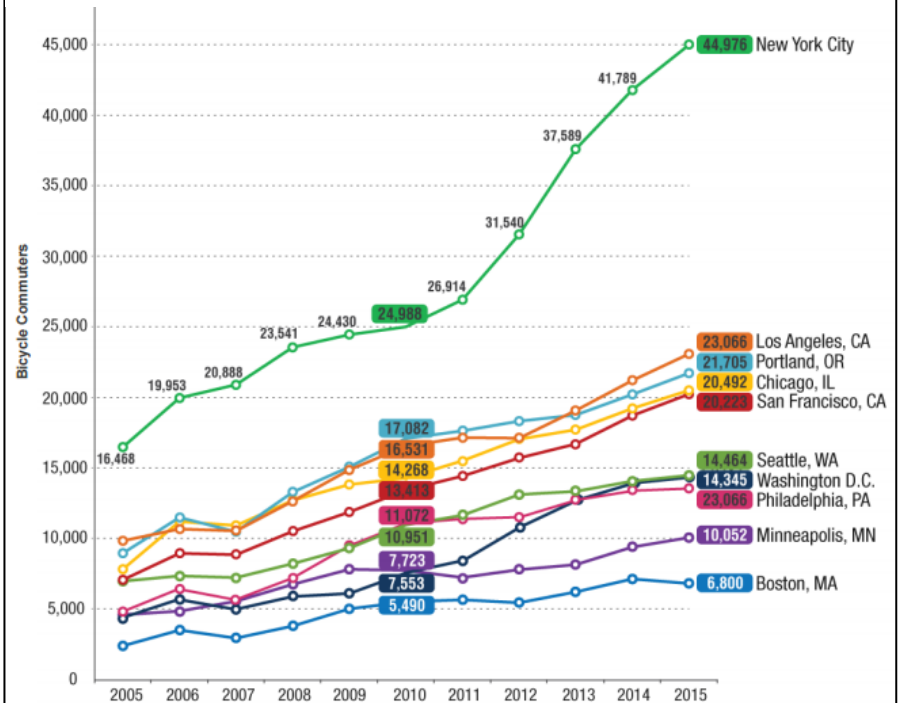
By WINNIE HU JUNE 30, 2016



## More bicyclists using the streets

*Greater propensity for conflicts with motor vehicles*

### Commute to Work – Rolling Three Year Average Comparing NYC to Peer Cities





# WHAT DOES THIS MEAN?

*Greater competition for street space and impacts on quality of life for residents and businesses all over the city.*



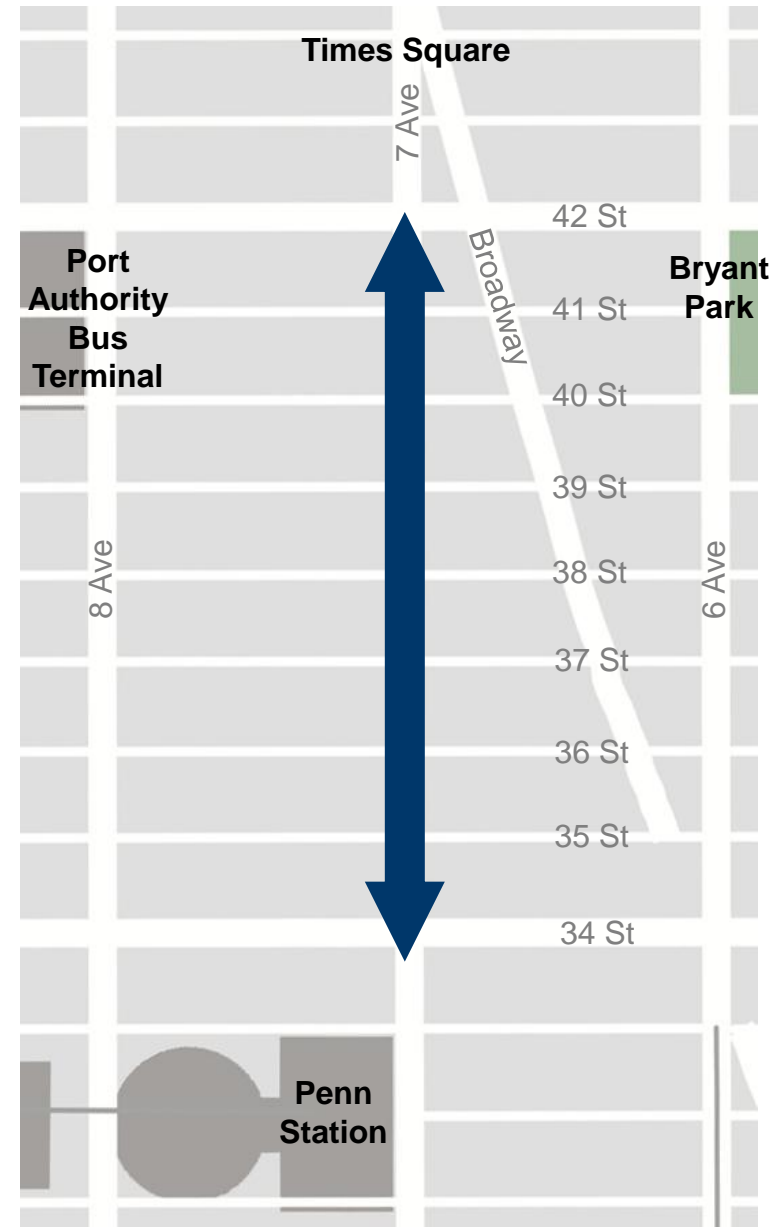
*Congestion reduction strategies are multi-modal and will focus on Midtown first.*

**7<sup>th</sup> Ave** is a key connection between  
**Port Authority / Times Square**  
and **Penn Station**

It is one of the most **congested**  
corridors for pedestrians in NYC



# PROJECT AREA



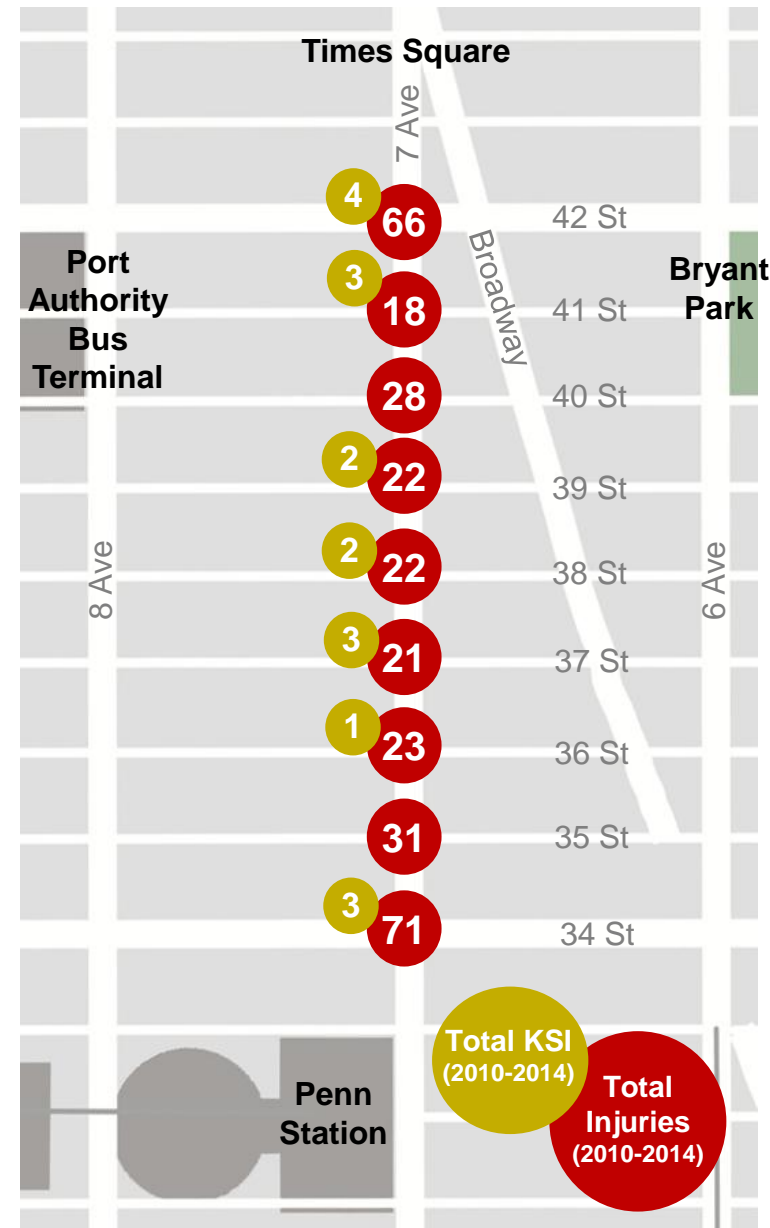


# SIDEWALK CONGESTION



At 7<sup>th</sup> Ave / 34<sup>th</sup> St, there are **14,500** pedestrians during the PM Rush Hour, including **5,800** in the west crosswalk alone

- **7 Ave** is a **Vision Zero Priority Corridor**
- **7 Ave and 34 St** is a **Vision Zero Priority Intersection**
- **298 total injuries between 34 St and 42 St** (2010-2014)
  - 138 Pedestrian injuries (12 Severe)





# EXCESS ROADWAY CAPACITY

**AM Peak:**  
880-1225 thru veh/hr

**PM Peak:**  
1035-1420 thru veh/hr

(Volumes increase  
approaching 34 St)

7 Ave between 42 St and 34 St has excess  
road capacity for its current volumes,  
particularly during off peak hours

(1 lane accommodates 500-600 vehicles)



# TURNING VEHICLES

Heavy pedestrian  
volumes block  
turning vehicles

Turning vehicles  
block travel lane

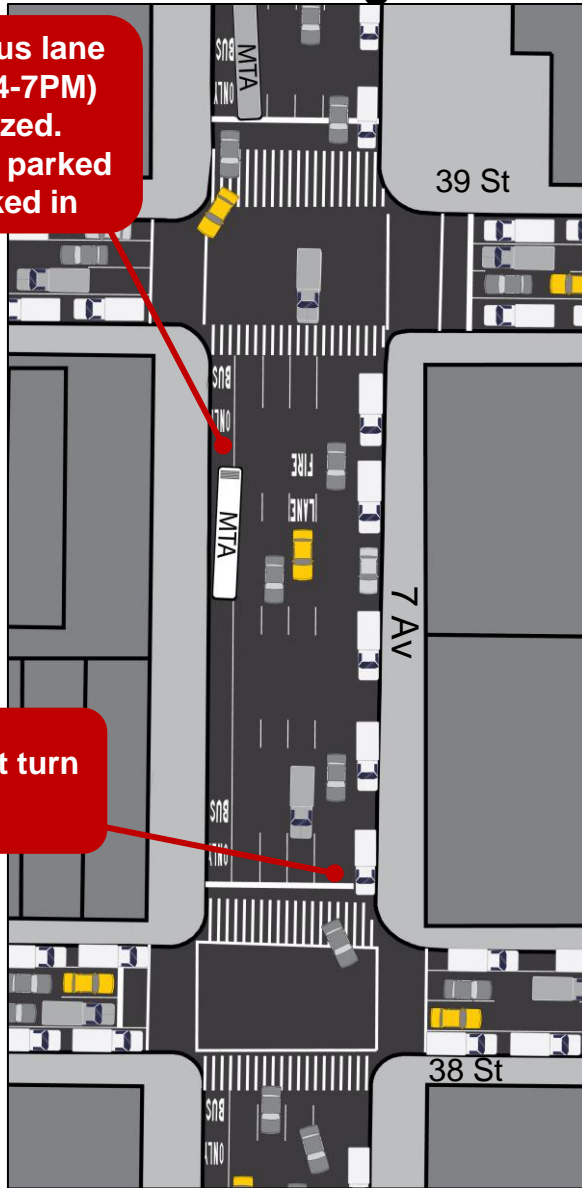
Bus lane / right turn  
lane not utilized  
because frequently  
blocked

# PROPOSED DESIGN – RUSH HOURS

## Existing

Existing bus lane  
(in effect 4-7PM)  
not utilized.  
Frequently parked  
and walked in

De-facto left turn  
lane



## Proposed

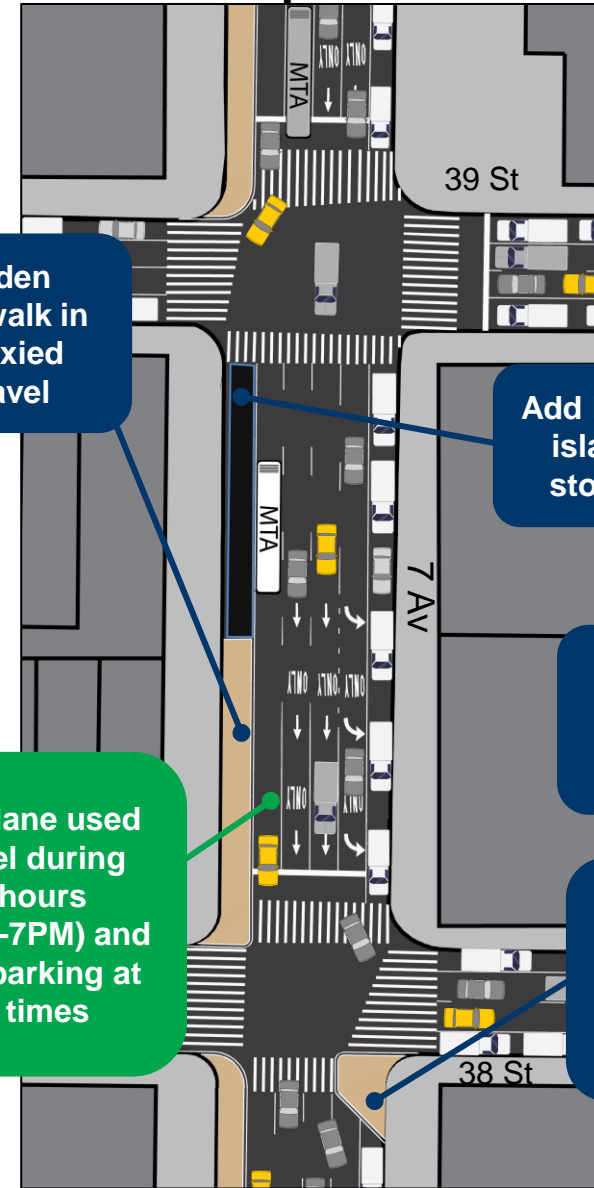
Widen  
sidewalk in  
epoxied  
gravel

Flexible lane used  
for travel during  
rush hours  
(7-9AM, 4-7PM) and  
loading/parking at  
other times

Add bus boarding  
islands at bus  
stop locations

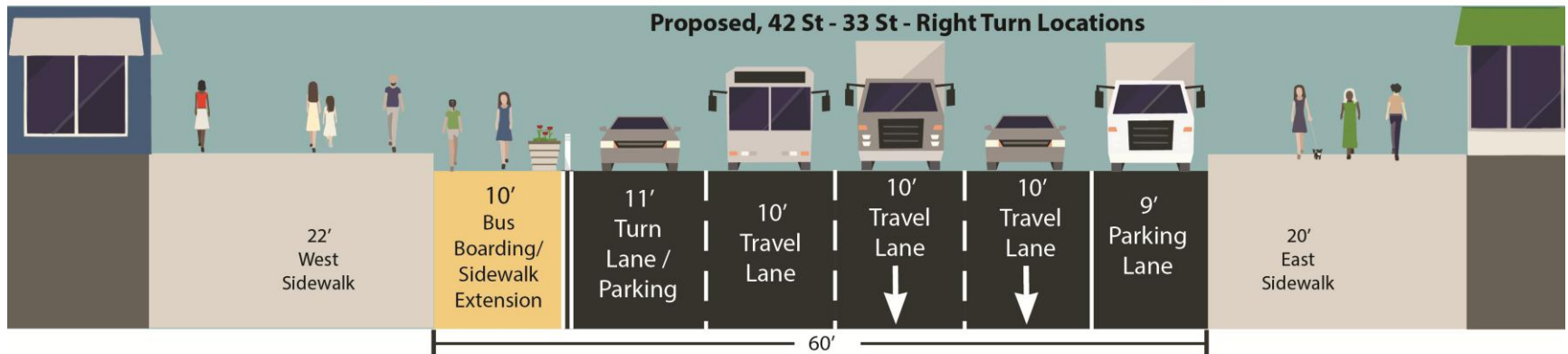
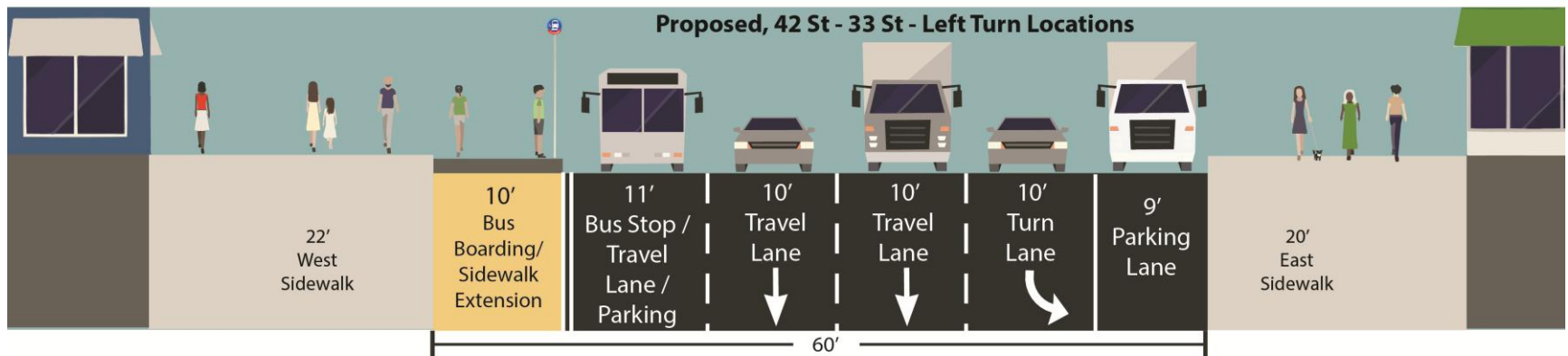
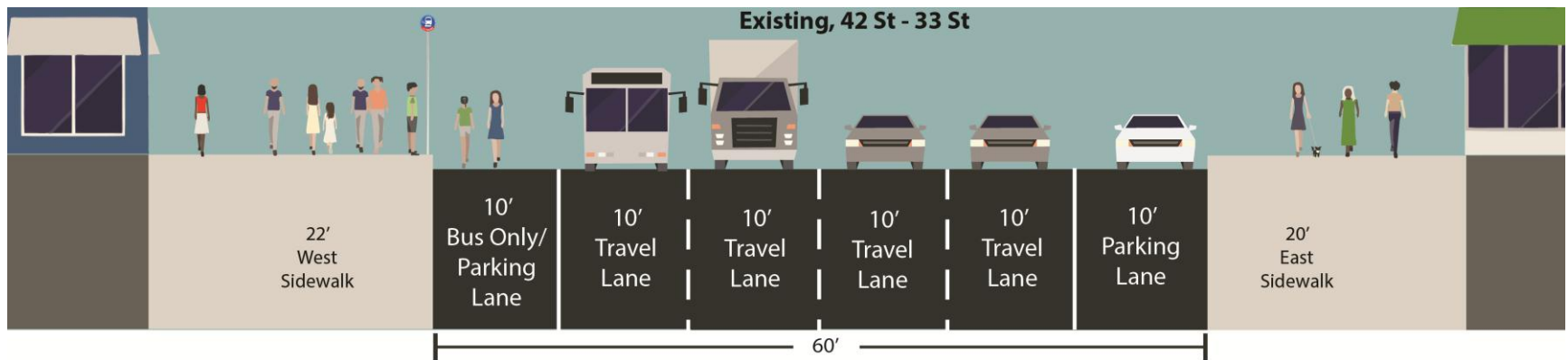
Add left  
turn  
lanes

Install curb  
extensions  
at left turn  
locations

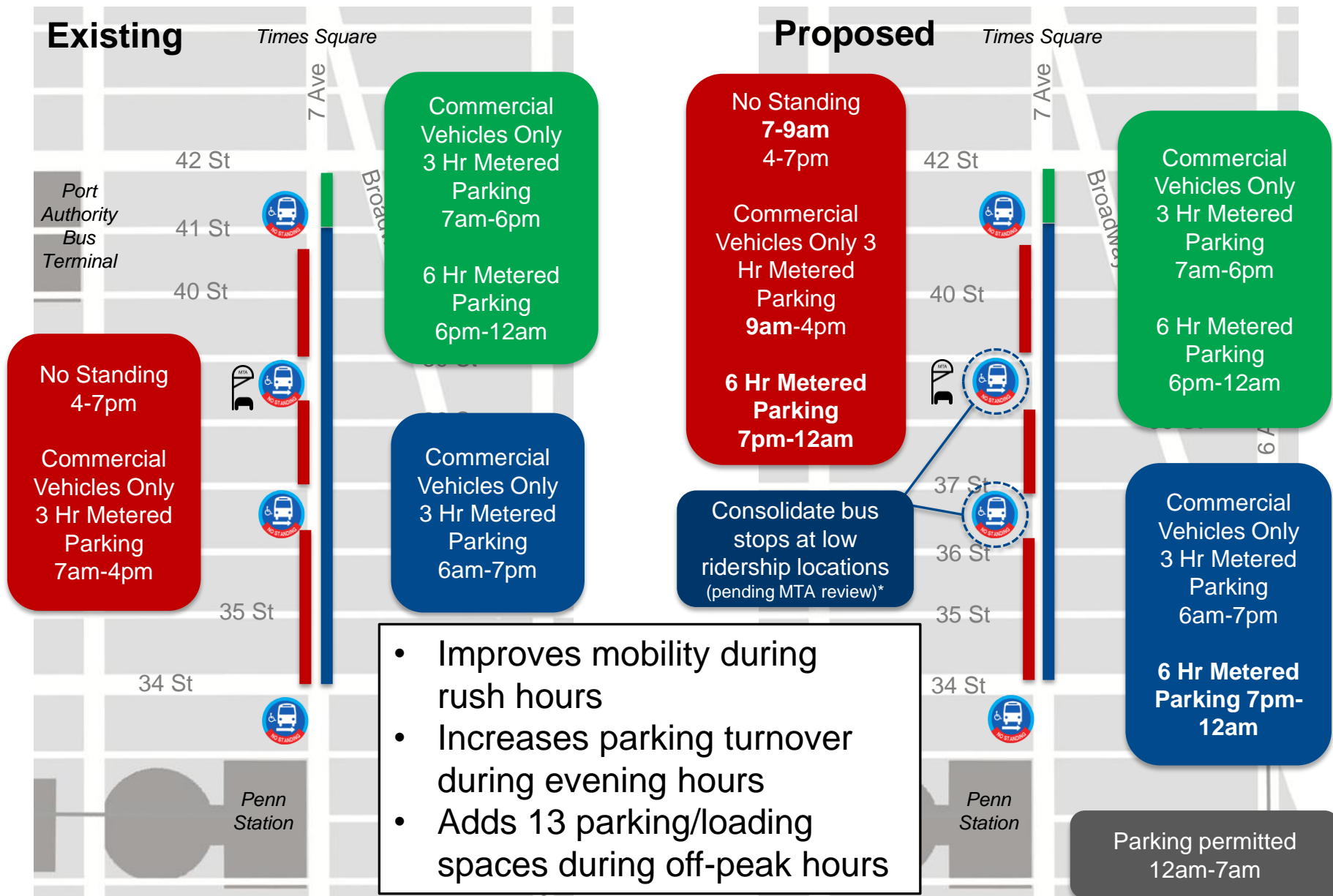




# PROPOSED DESIGN - CROSS SECTION



# CURB REGULATION CHANGES





# PROPOSED DESIGN – OFF PEAK HOURS

Existing

Proposed

## Benefits

- Parking permitted when traffic volumes are lighter
  - Metered commercial loading/unloading permitted during off peak daytime hours (9am-4pm)
  - All vehicles permitted to park at other times (7pm to 7am)

# EXISTING CONDITIONS – 7 AV AND 35 ST





# PROPOSED DESIGN – 7 AV AND 35 ST



Add delineators, granite blocks, and planters to protect pedestrian space

W 33 St  
CLOSED  
Between  
7 and 8 Ave's  
USE  
W 31 St



# BUS BOARDER EXAMPLE – UTICA AV AND AV N



Bus boarding islands improve bus operations by allowing buses to pull up to stops without weaving in and out of traffic



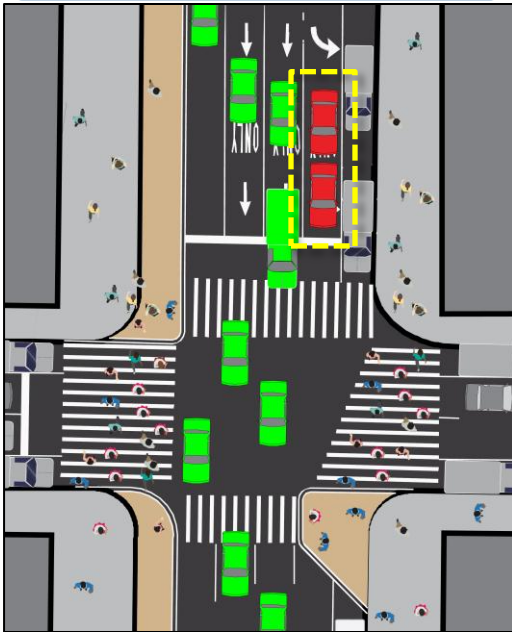
# SIGNAL TIMING CHANGES

## Split Phase Leading Pedestrian Intervals

- LPIs provide a “head start” for pedestrian to cross before vehicles begin moving and turning on crosswalk
- Split-LPIs, or Delayed Turns, provide this head start without delaying thru vehicles, minimizing impacts to traffic flow

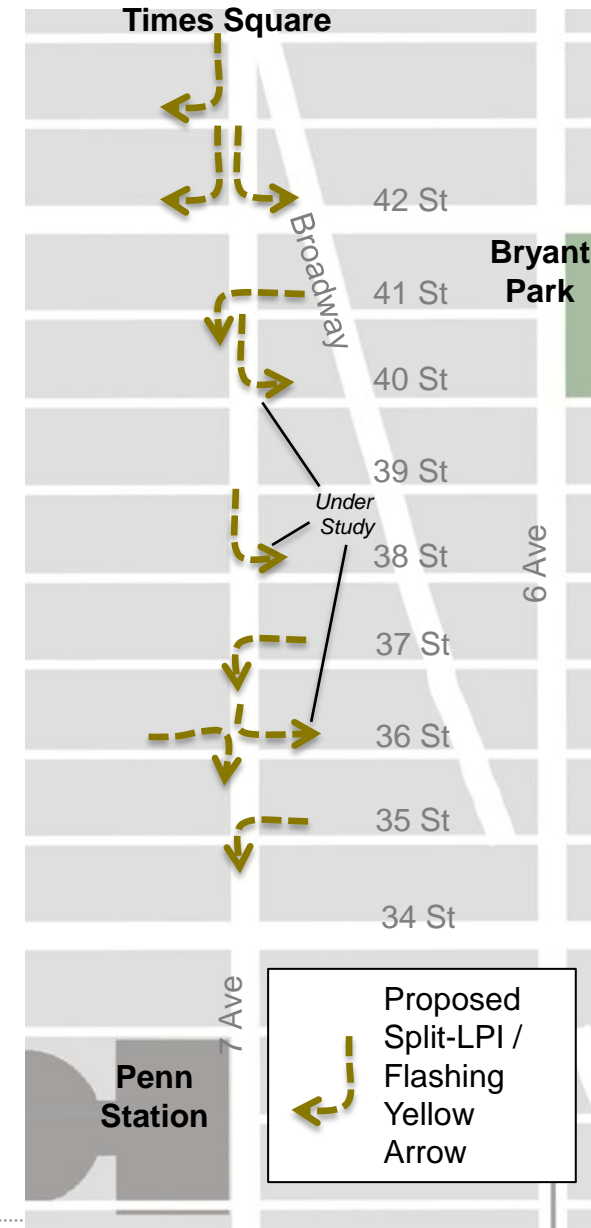
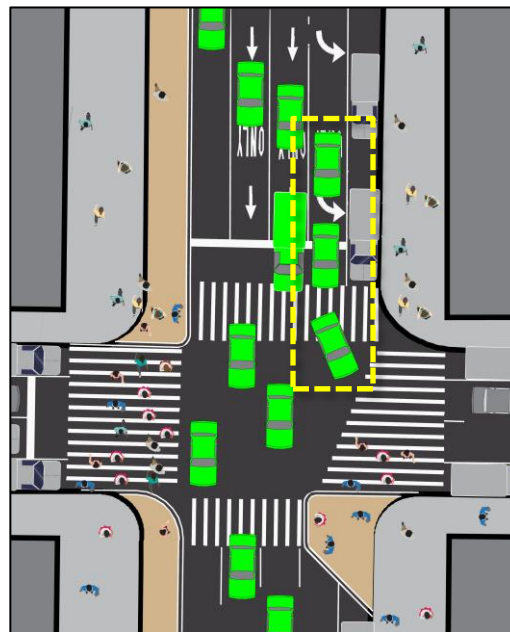
### LPI Phase (7 seconds)

- Turns held with red arrow
- Thru traffic permitted
- No turning conflicts



### Permitted Phase

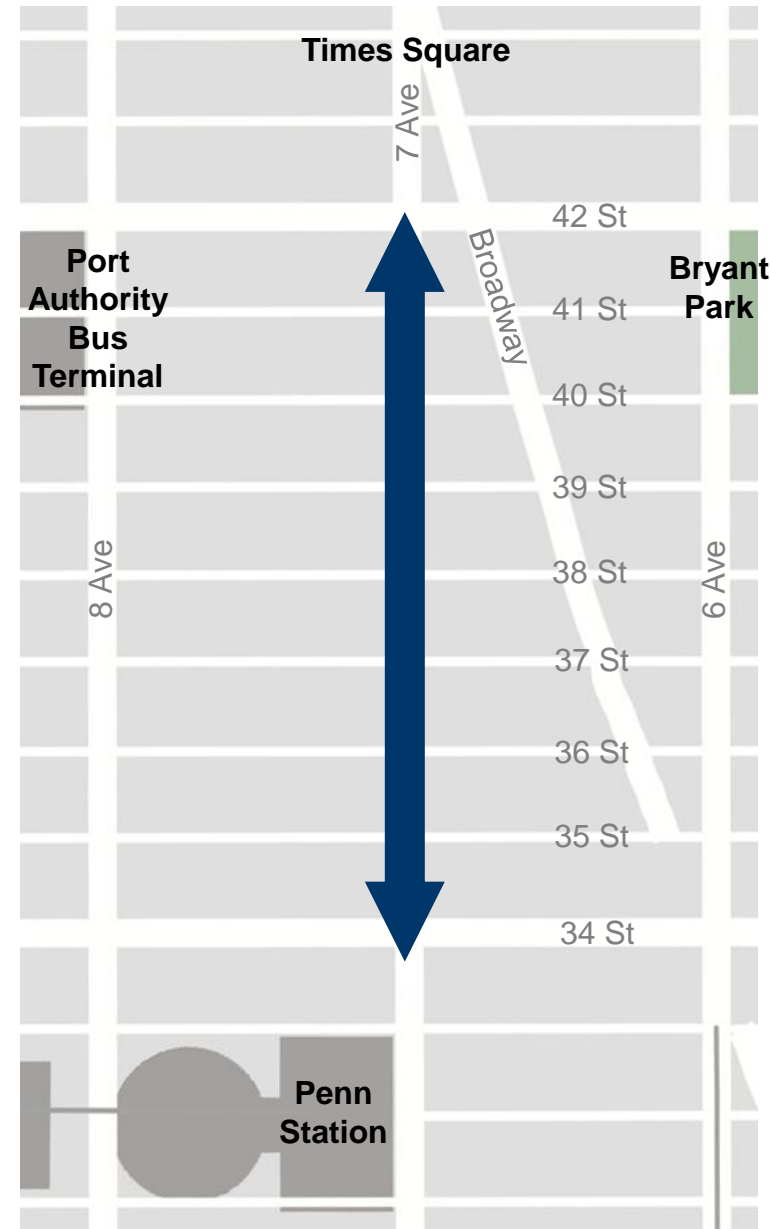
- Turns permitted with flashing yellow arrow
- Cleared crosswalk



# PROJECT BENEFITS

## Project Benefits

- Increases pedestrian space
- Shortens pedestrian crossing distances
- Improves pedestrian safety
- Improves bus operations
- Calms traffic
- Clarifies traffic movements
- Adds parking during off-peak hours







# THANK YOU

## Questions?



NYC DOT



NYC DOT



nyc\_dot



NYC DOT