

# 8<sup>th</sup> Avenue – Bicycle Path Extension

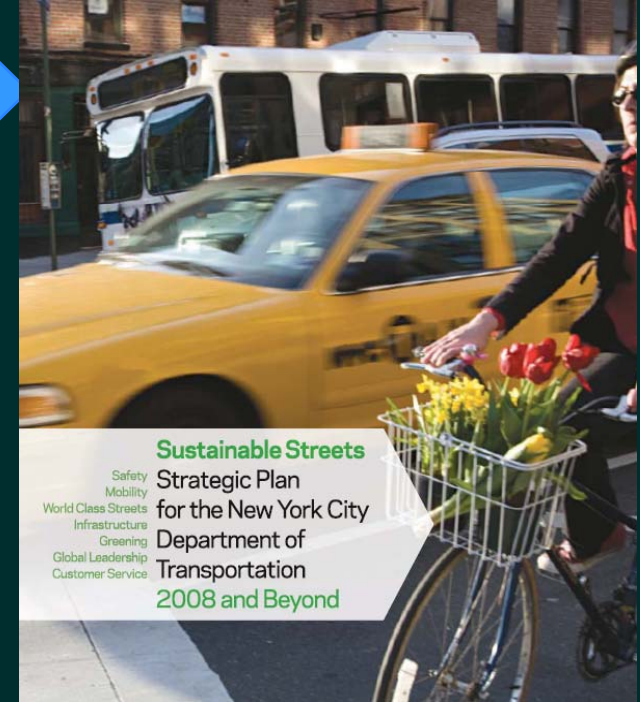
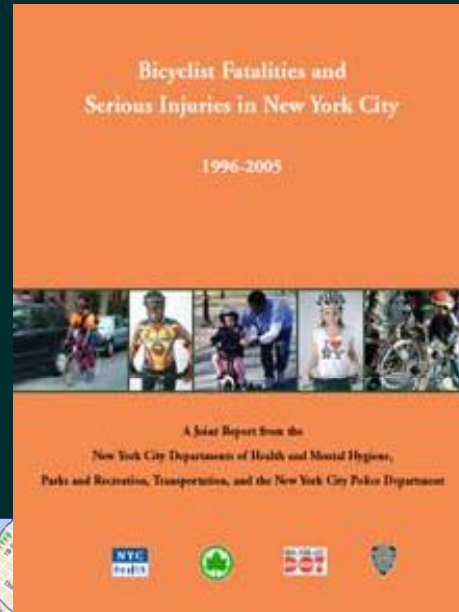
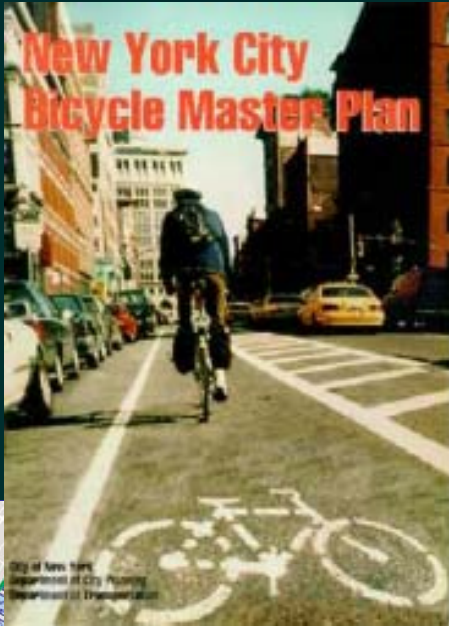
## West 23<sup>rd</sup> to West 34<sup>th</sup> Streets



Fall  
2010

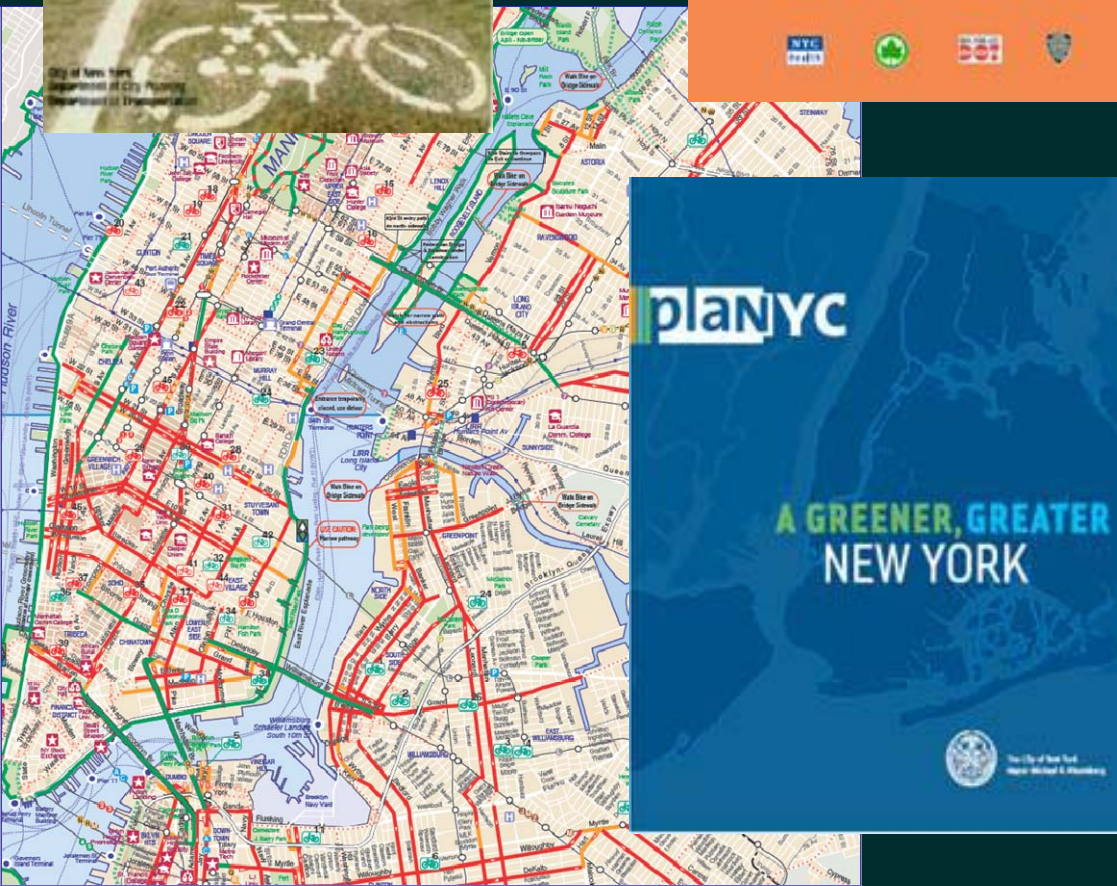


# NYC Cycling Background



**Sustainable Streets**  
Safety  
Mobility  
World Class Streets  
Infrastructure  
Greening  
Global Leadership  
Customer Service  
**Strategic Plan  
for the New York City  
Department of  
Transportation  
2008 and Beyond**

- 200 miles of bike routes installed in last 3 years
- 79% increase in commuter cycling (2006-2009)
- 48% reduction in cyclist injuries and fatalities (1998-2008)



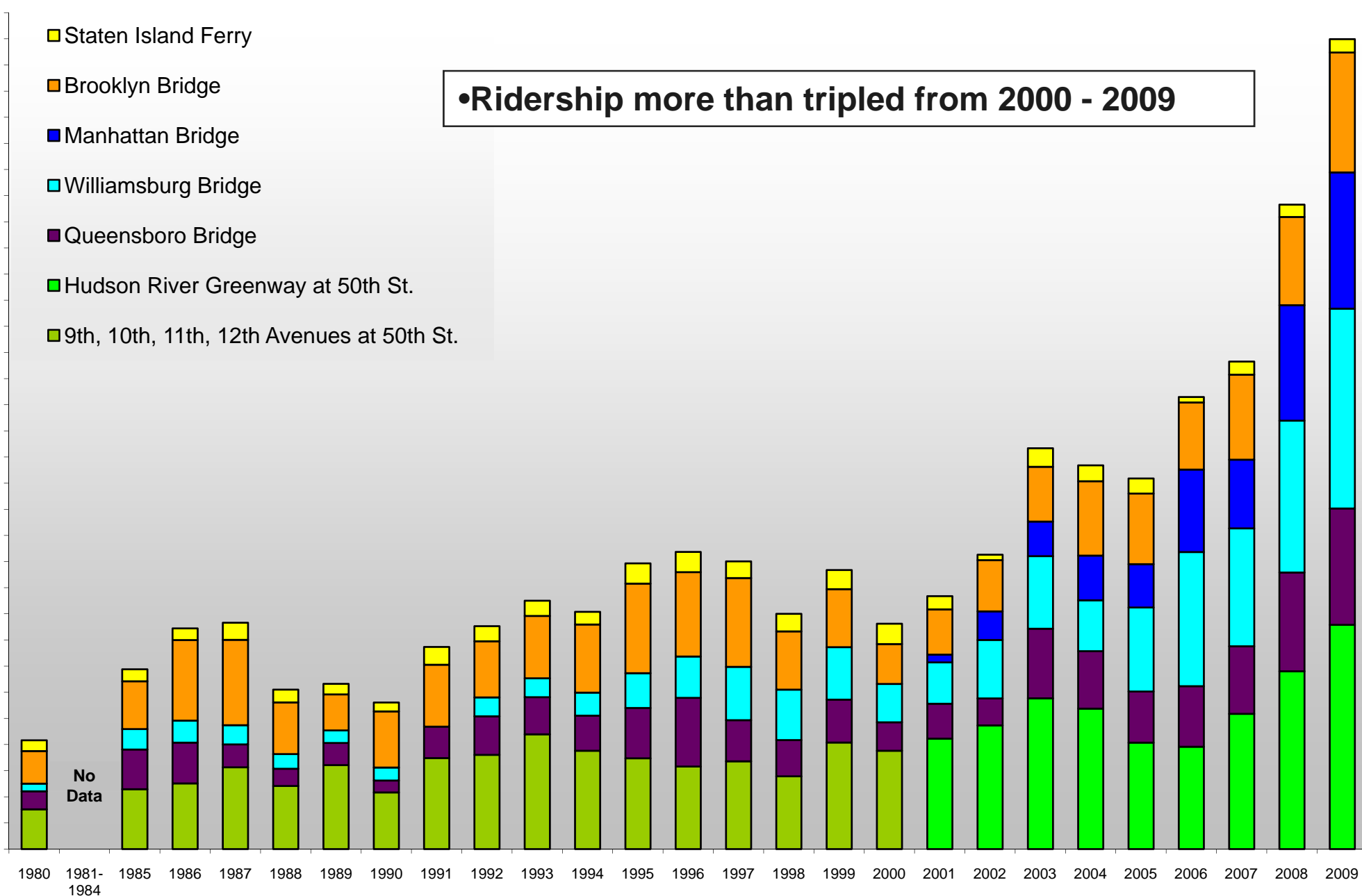
# Ridership Rates

Cyclist  
Volume

## New York City Cyclist Counts at Selected Commuter Locations Weekday, 7AM to 7PM, 1980-2009

•Ridership more than tripled from 2000 - 2009

- Staten Island Ferry
- Brooklyn Bridge
- Manhattan Bridge
- Williamsburg Bridge
- Queensboro Bridge
- Hudson River Greenway at 50th St.
- 9th, 10th, 11th, 12th Avenues at 50th St.





# Project Background



- Existing bike path - Bank Street to West 23<sup>rd</sup> Street
- Existing bike lane frequently and easily violated – West 23<sup>rd</sup> to West 34<sup>th</sup> Street
- 70-foot wide street with four travel lanes and curbside parking
- Opportunities for speeding and reckless driving
- Over 1,200 cyclists/day on existing 8th Avenue bike path



# Project Objectives

- Safe Streets – Improvements for All Users
- Access & Mobility – Accommodate Businesses and Maintain Roadway Capacity
- Complete Streets – Enhance Bicycle Network





# Safe Streets - Crash Data

## 8<sup>th</sup> Avenue Crash History

West 22nd-West 34th Sts (2004-2008)

Type of Injury	Total Injuries	Average Injury/Year	Average Injury/Mile/Year
Pedestrian	151	30.2	50.6
Bicyclist	43	8.6	14.4
Motor Vehicle Occupant	182	36.4	61.0
<b>Total Injuries</b>	<b>376</b>	<b>75.2</b>	<b>126.1</b>

**Severity-Weighted Injuries Per Mile: 92<sup>nd</sup> Percentile of Manhattan Corridors**





# Safe Streets - Safety Results



## 9<sup>th</sup> Avenue Bicycle Path:

- Injuries to all street users down 56%
- Injuries to pedestrians down 29%
- Injuries to cyclists down 57%
- Sidewalk riding down 84%

## Grand Street Bicycle Path:

- Injuries to all street users down 31%
- Reportable crashes down 25%
- Injuries to pedestrians down 21%
- Sidewalk riding down 84%



# Safe Streets - Mixing Zones

## Managing Left-turn Conflicts:

1. Sight Line Visibility
2. Predictability of Turning Vehicle
3. Mixing Zone Markings
4. Drop Green Paint



Grand Street, Manhattan



# Access & Mobility – Outreach

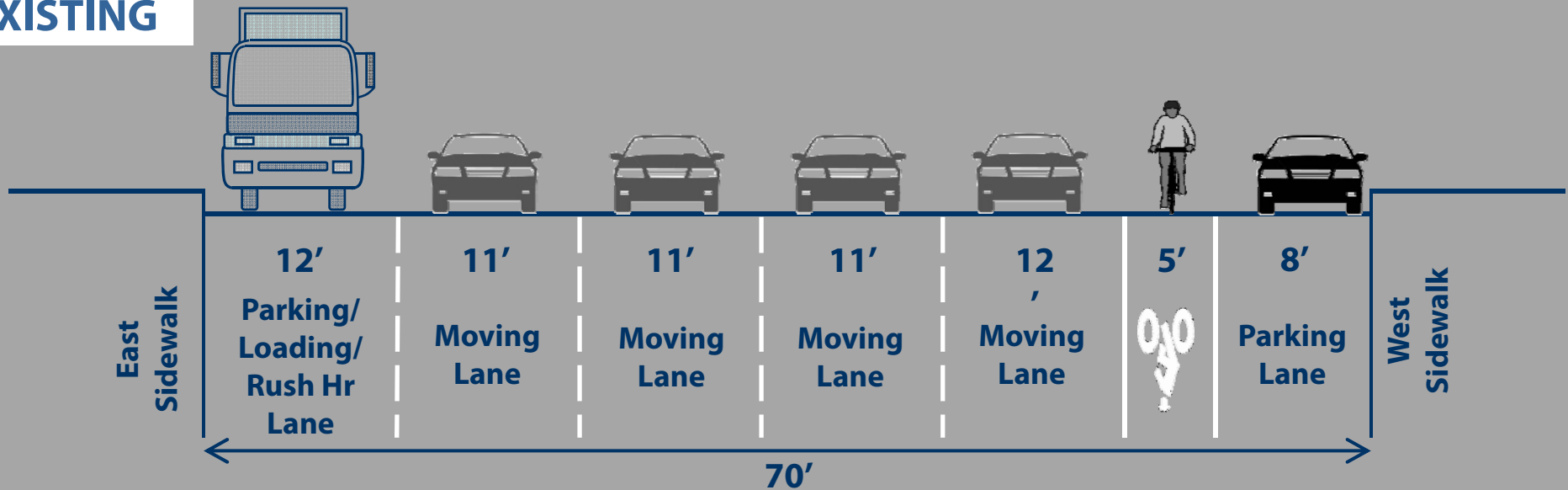


- No reduction of travel lanes - vehicular capacity unchanged
- Potential side-street loading zones:
  - West 26<sup>th</sup> Street: 50' wide
  - West 29<sup>th</sup> Street: 38' wide
  - West 30<sup>th</sup> Street: 32' wide
- Previous project south of 23<sup>rd</sup> Street – accommodated businesses with side street loading zones
- Potential Drop-off/Pick-up zone (Access-A-Ride) near West 28<sup>th</sup> Street at CB's request
- Enforcement by local precinct- bicycle and vehicle violations

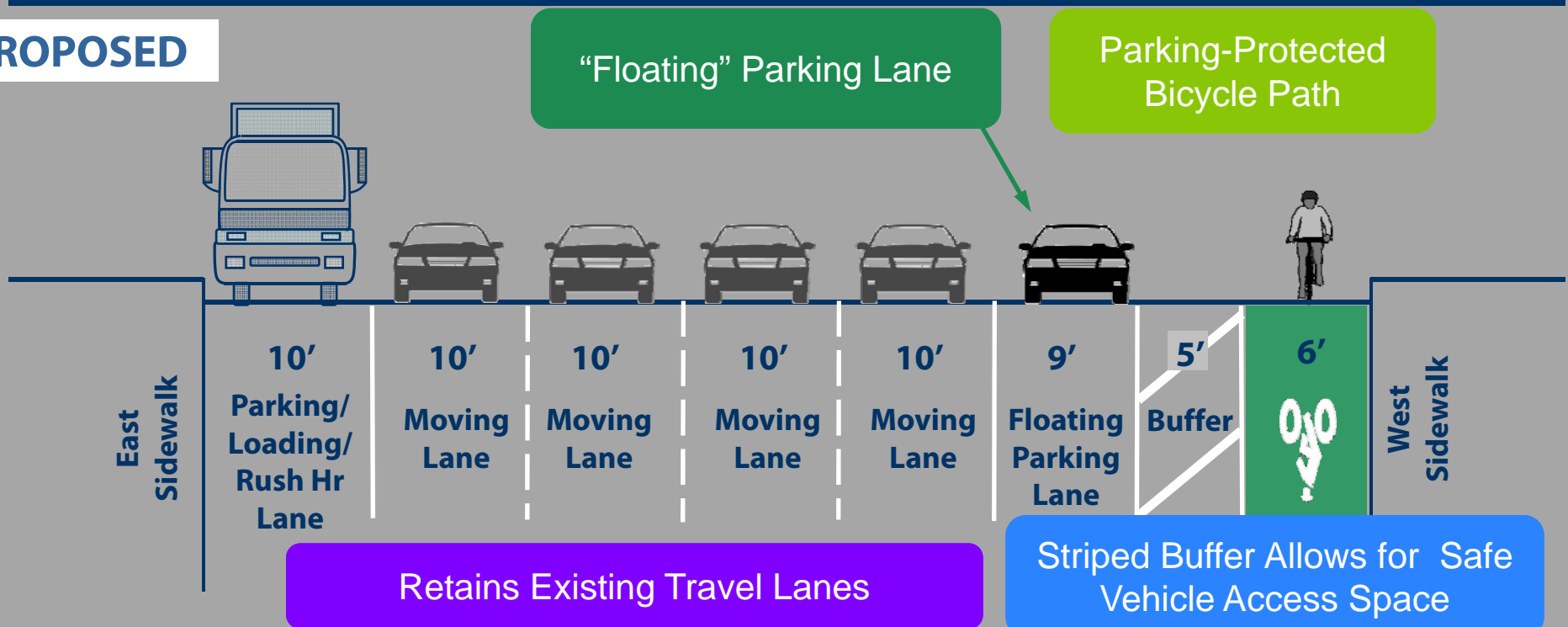


# Complete Street – Roadway Section

## EXISTING



## PROPOSED



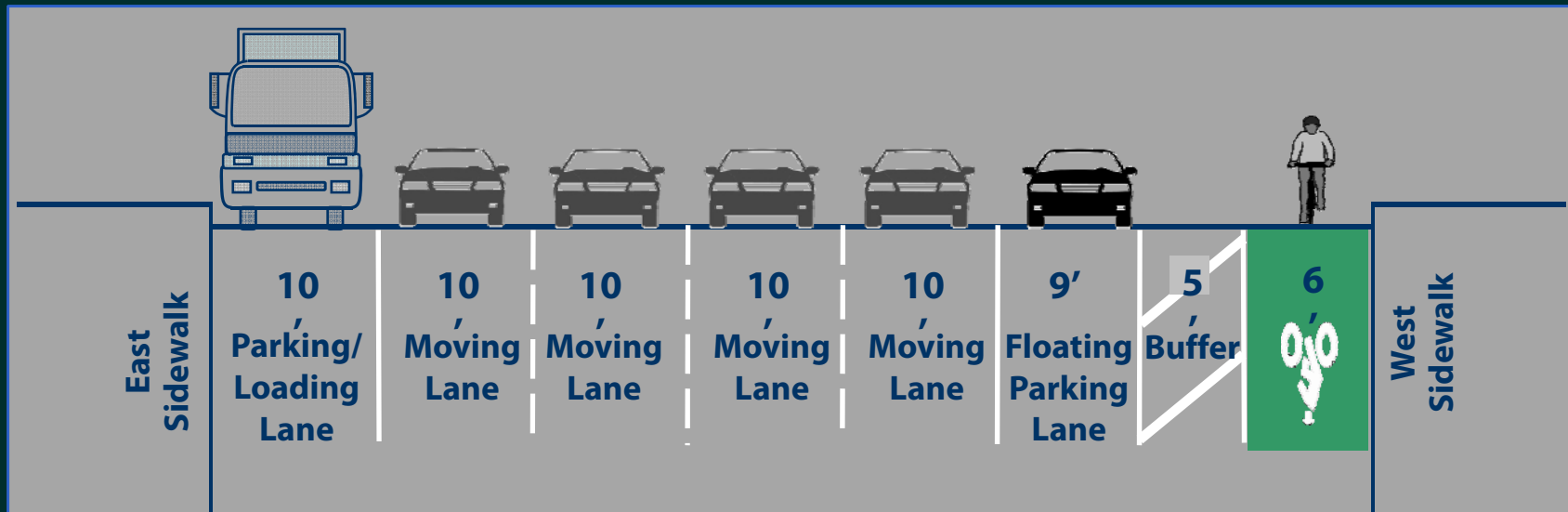


# Complete Street - Configuration





# Project Summary



- Enhances Safety for all street users
- Expands bicycle path to mid-town
- Provides safety treatments at left-turn intersections in place of about 15 metered parking spaces
- Decreases pedestrian intersection crossing distance
- Maintains vehicle traffic capacity



Questions?

Thank  
You