



5TH AVENUE PROTECTED BICYCLE LANE

Manhattan Community Boards 2 & 5

March 2017



Project Background



- **Bicycle lane installed on 5 Ave** (Broadway to Washington Sq N) in 1978
- **Southbound protected bicycle lane installed on Broadway** (Columbus Circle to Union Square) 2008-2010
- **Bike share** launched in 2013
- **8 St Pedestrian Safety Improvements** installed in 2015
- **Northbound protected bicycle lanes** recently installed on
 - **Lafayette St/4 Ave** (Prince St to Union Square)
 - **6 Ave** (W 8 St to W 33 St)



Community and Elected Officials have requested 5 Ave complete street redesign

- Manhattan Community Board 2
- 2015 letter from
 - SS Hoylman,
 - AM Glick
 - AM Gottfried
 - BP Brewer
 - CM Garodnick
 - CM Johnson

Vision Zero Priority Area

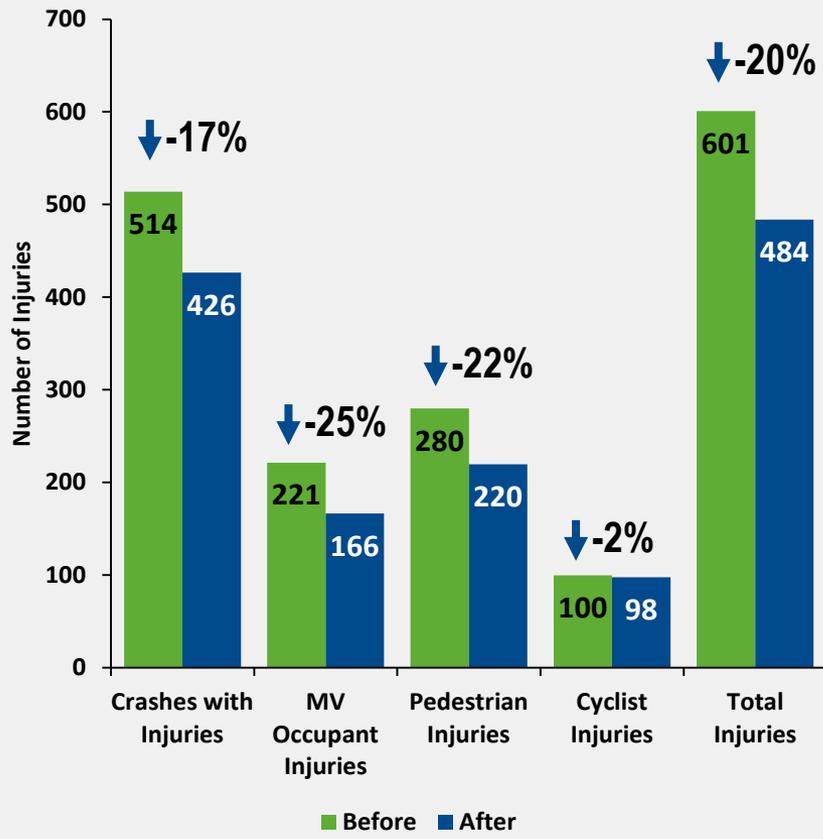
Vision Zero Priority Intersection (14 St)

1 fatality, 24 severe injuries in project area (2010-2014)



SAFETY – Protected Bike Facilities

Protected Bicycle Lanes with 3 years of After Data: Before and After



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

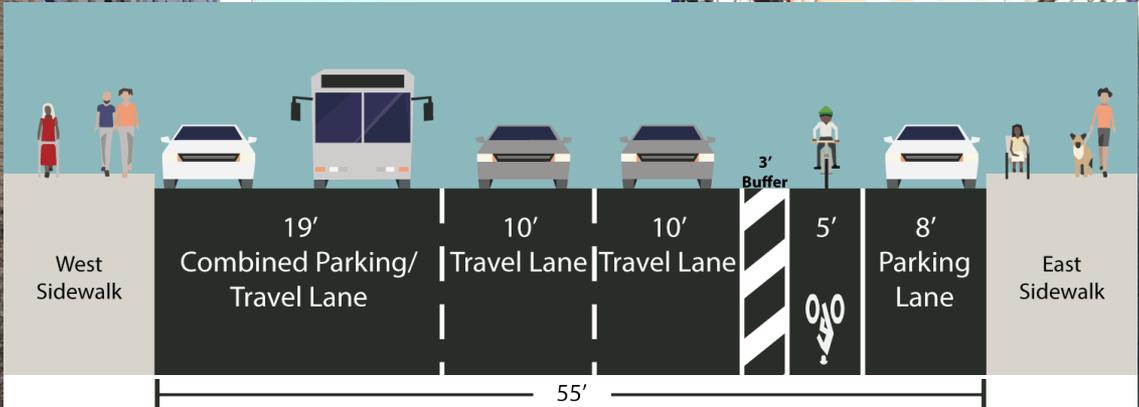


Proposed Enhancements

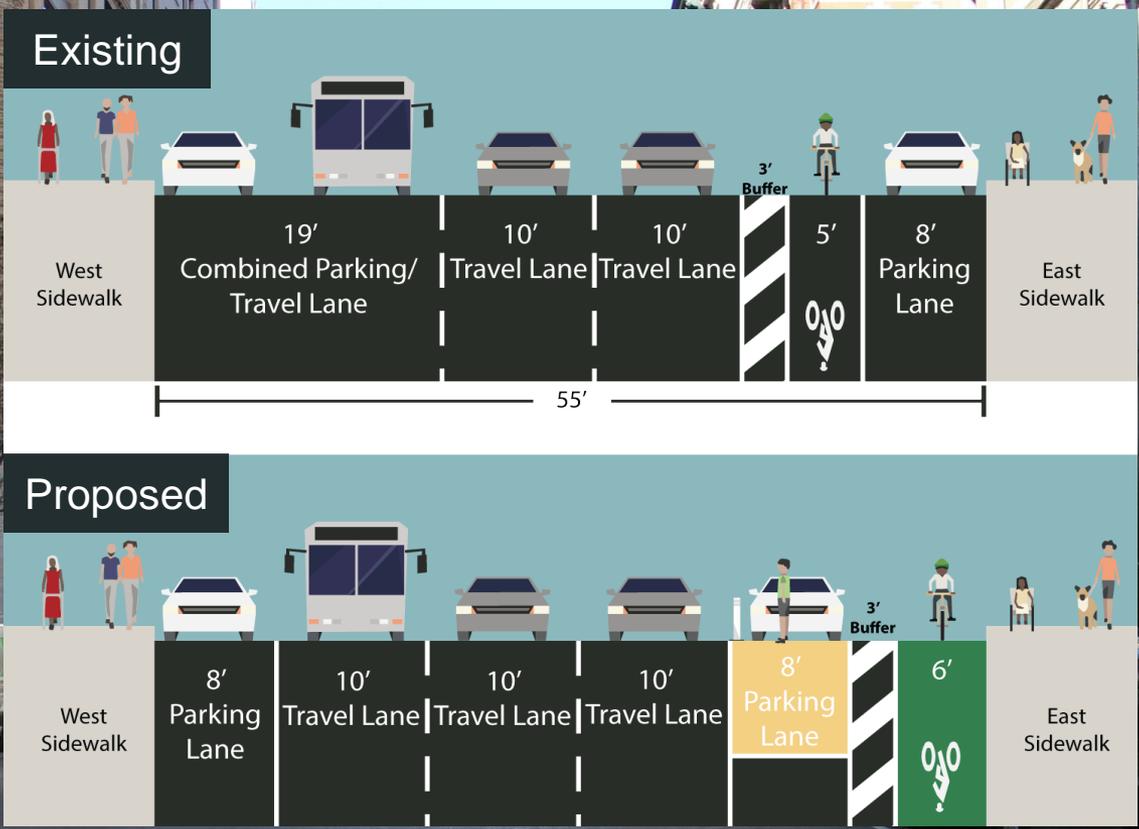
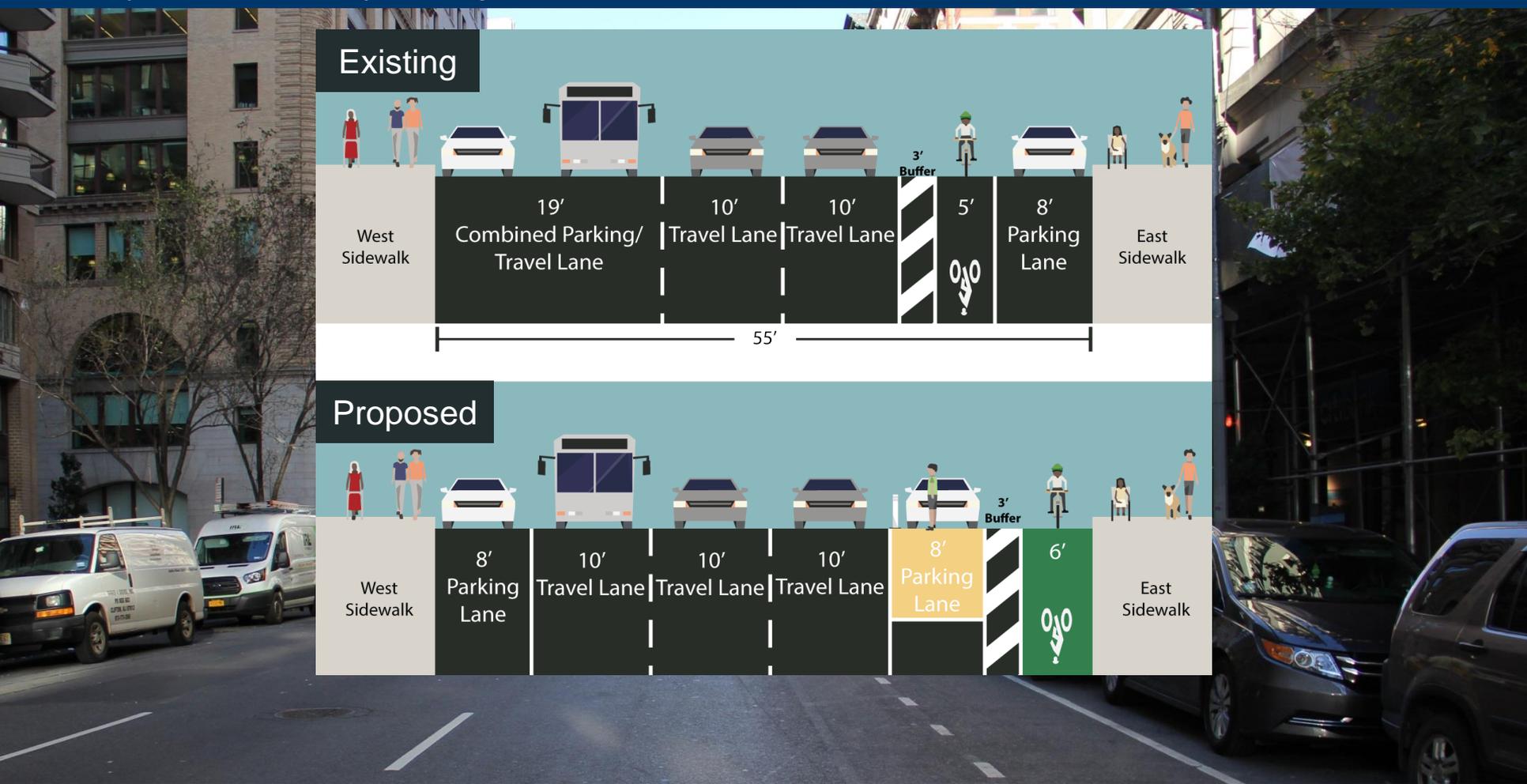
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5 Ave (23 St to 14 St) – Existing Conditions

5 Ave (15 St to 16 St)



5 Ave (23 St to 14 St) – Proposal

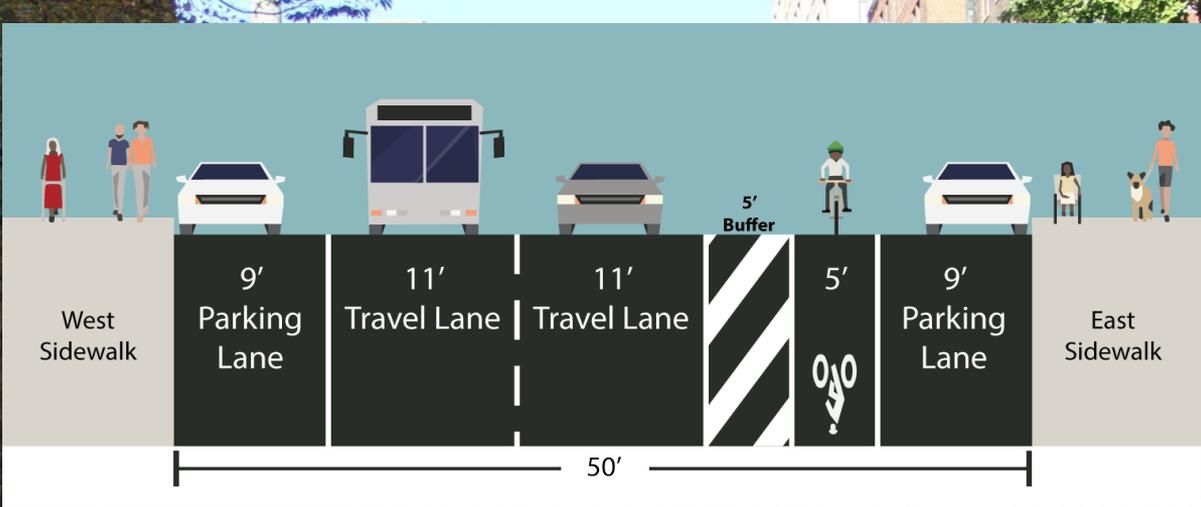


- Install a parking-protected bike lane with painted pedestrian islands
- Install mixing-zones at 22 St, 20 St, 18 St, and 16 St
 - Parking loss: 20 spaces
- Install a split-phase signal operation at 14 St



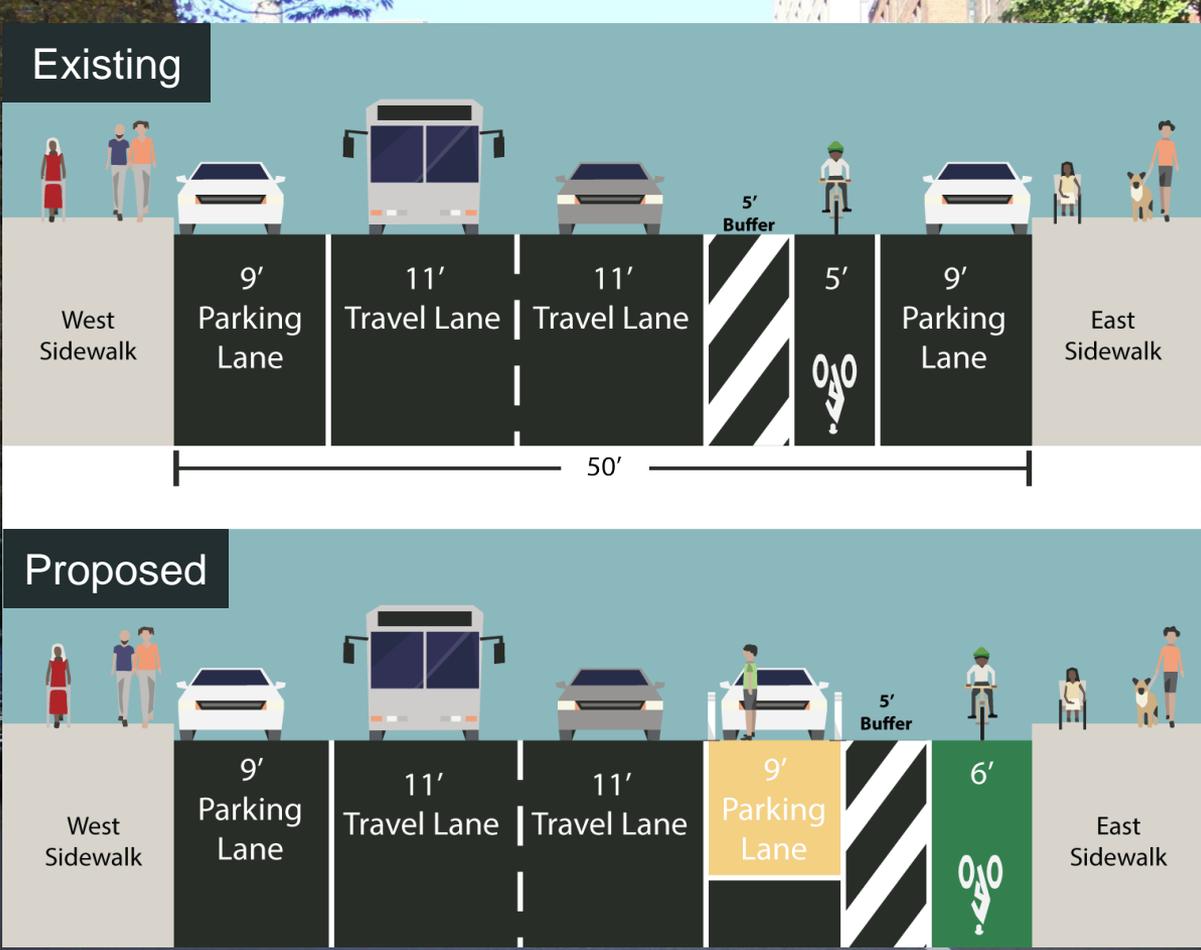
2 Ave (E 19 St to E 20 St)

5 Ave (14 St to 9 St) – Existing Conditions



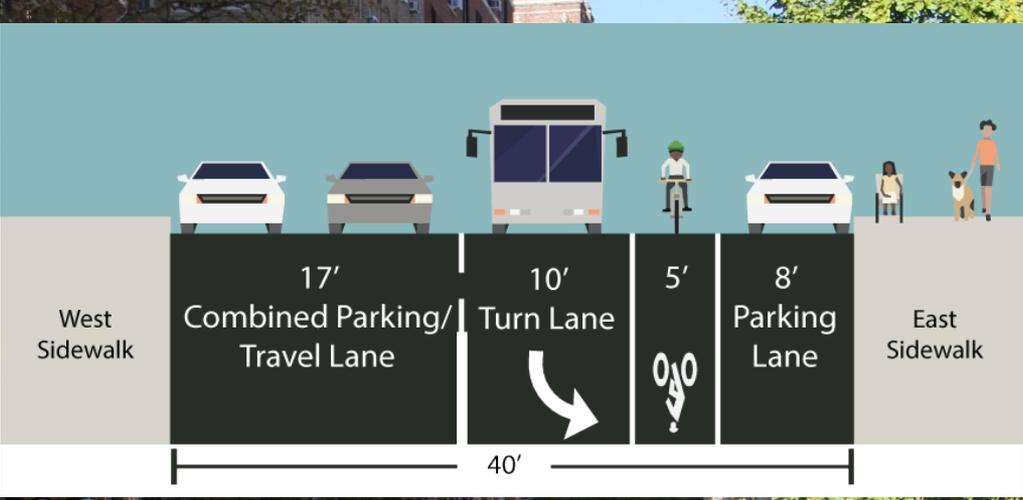
5 Ave (10 St to 11 St)

5 Ave (14 St to 9 St) – Proposal

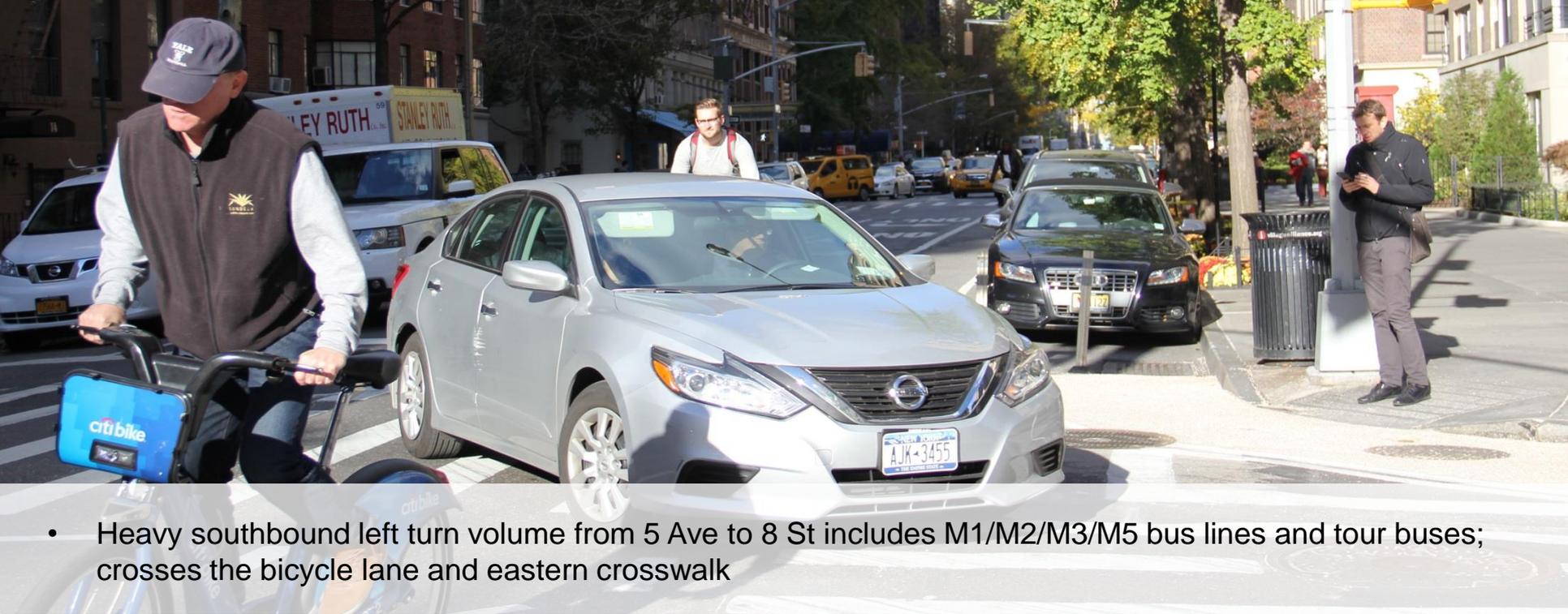


- Install a parking-protected bike lane with painted pedestrian islands
- Install mixing-zones at 12 St, and 10 St
 - Parking loss: 10 spaces

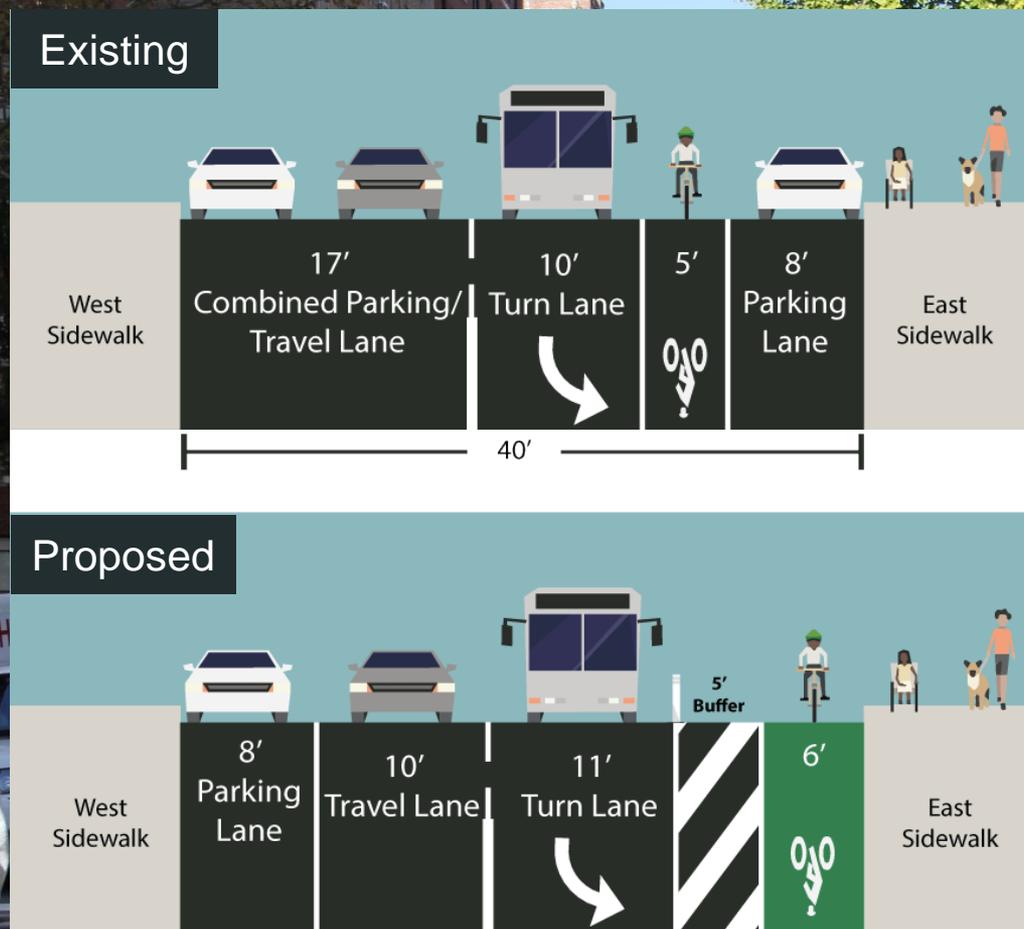
5 Ave (9 St to 8 St) – Existing Conditions



5 Ave at 8 St



- Heavy southbound left turn volume from 5 Ave to 8 St includes M1/M2/M3/M5 bus lines and tour buses; crosses the bicycle lane and eastern crosswalk



- Remove 8 parking spaces and install a curbside green bike lane along the east curb
- Protect pedestrians and bicyclists from southbound left turning vehicles with a split-phase signal operation

5 Ave at 8 St – Proposed Signal Phasing

Existing

5 Ave LPI: 7 sec

5 Ave permitted left: 47 sec

8 St phase: 36 sec

Proposed

5 Ave bike/ped: 25 sec

5 Ave protected left: 29

8 St phase: 36 sec

Summary

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Project Summary

- Upgrade the existing buffered bicycle lane on 5 Ave (23 St to 8 St) to a parking-protected bicycle lane with painted pedestrian islands
- Install mixing zones at 22 St, 20 St, 18 St, 16 St, 12 St, and 10 St
- Install split-phase signal operation at 14 St, and at 8 St
- Maintain all travel lanes
- Remove 38 parking spaces (20 spaces in Community Board 5, 18 spaces in Community Board 2)

Project Benefits

- Reduces pedestrian crossing distance
- Split-phase signal operation at intersections with heavy left turns reduces conflicts between pedestrians/bicyclists and turning vehicles
- Parking-protected bicycle lane reduces bicyclists exposure to vehicular traffic
 - Works as an extension of the southbound Broadway parking-protected bicycle lane
 - Pairs with northbound 6 Ave parking-protected bicycle lane
- No reduction in vehicular capacity

THANK YOU!

Questions?



NYCDOT



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