

# Eighth Avenue Complete Street Redesign

## Bank Street – West 23<sup>rd</sup> Street

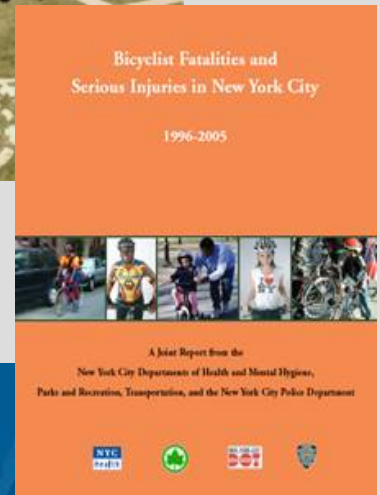
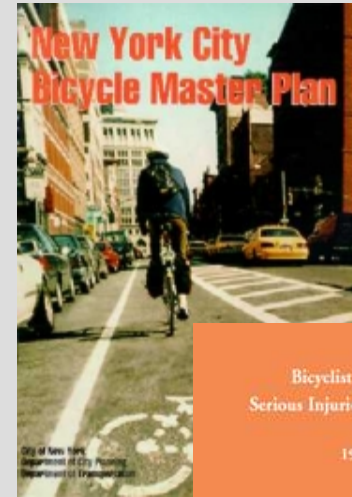


Office of Alternative Modes  
Traffic Operations Bureau

June 10, 2008  
Manhattan CB2  
Transportation Committee

# Why are we here?

- Building a **Citywide Bicycle Network**: 1997 Bicycle Master Plan
- Pedestrian Safety
- Bicycle Fatality Study - **Improve Safety**
- Mayor's PlaNYC – A **Greener Transportation Network**



# Bicycle Network Expansion

- 200 mile, 3 year bicycle network expansion
- Targeting Areas of High Demand & Key Connections
- Design Approach:
  1. Study Best Practices
  2. Interpret Standards & Guidelines to Constrained NYC Environment
  3. “Complete Streets” Design Philosophy





# Eighth Avenue Complete Street Design Objective

A **Safe** and **comfortable** street for all users:

1. Higher quality experience for cyclists of all levels
2. Secure and pleasant pedestrian experience
3. Turning vehicle movements safely accommodated



# Eighth Avenue: Current Configuration

## Cyclist Experience – **Fair**

- Buffered Bicycle Lane
- Motor Vehicle Intrusion Common

## Pedestrian Experience – **Fair**

- Pleasant Sidewalks
- Wide Street & Skewed Intersections
- Long crossing distance (54-90')

## Motorist Experience – **Acceptable**

- Metered parking
- Congestion is low
- Confusing Left Turns Across Buffer





# 1. Higher Quality Experience for Cyclists of All Levels

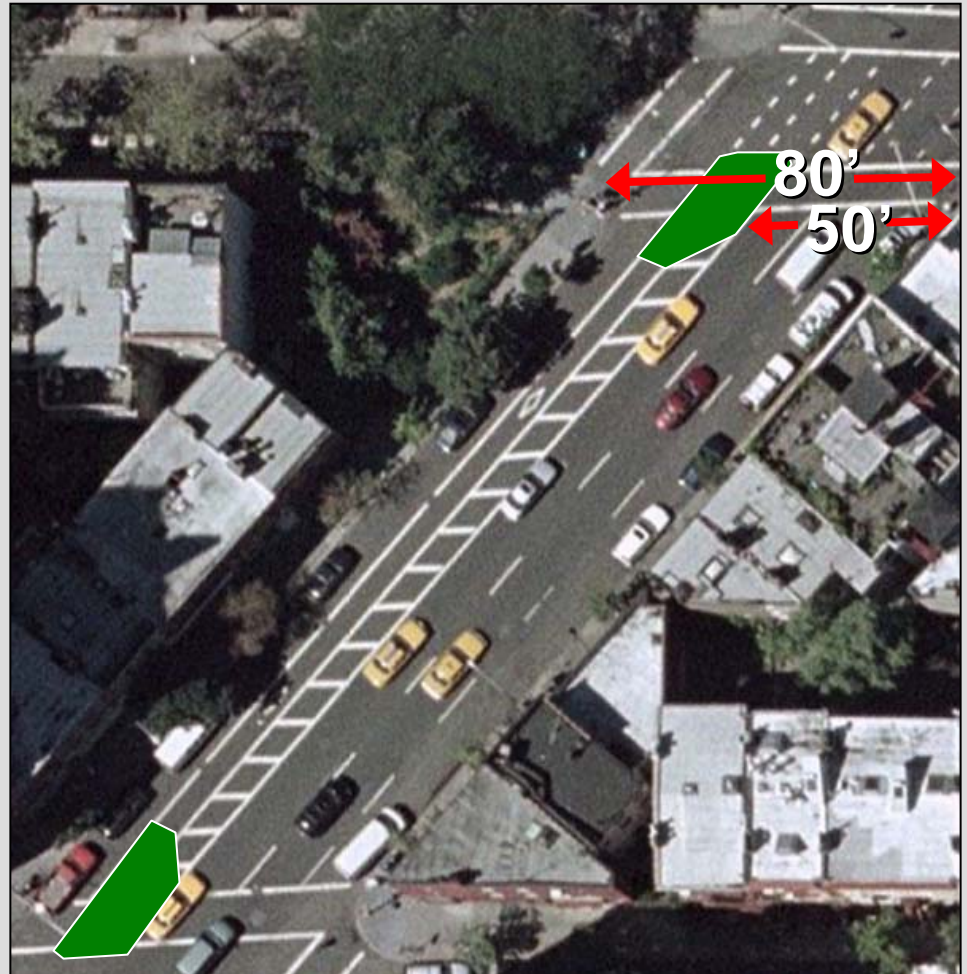


## Fully Protected On-Street Bicycle Path

- Parking Protects Bicycle Lane from Double Parking Intrusion
- Signal Phases Protect Cyclists from Turning Vehicles

## 2. Secure & Pleasant Pedestrian Experience

- Pedestrian Refuges Shorten 8<sup>th</sup> Ave Crosswalks
- Greener Streetscape
- Conflict-Free Crosswalks on Side Streets





# 3. Turning Motor Vehicle Movement Safely Accommodated



## Current Configuration

- Left Turns Block Bike or Travel Lane
- Buffer Confuses Motorists
- Unpredictable Turns

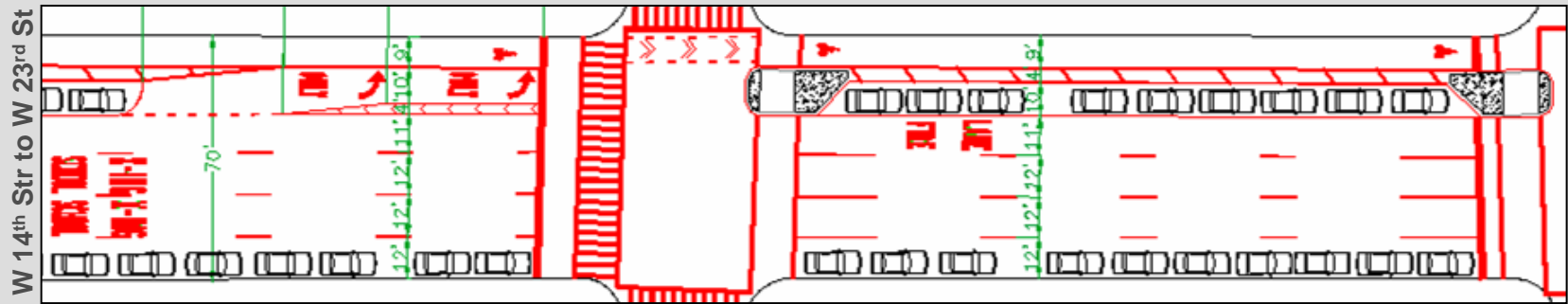
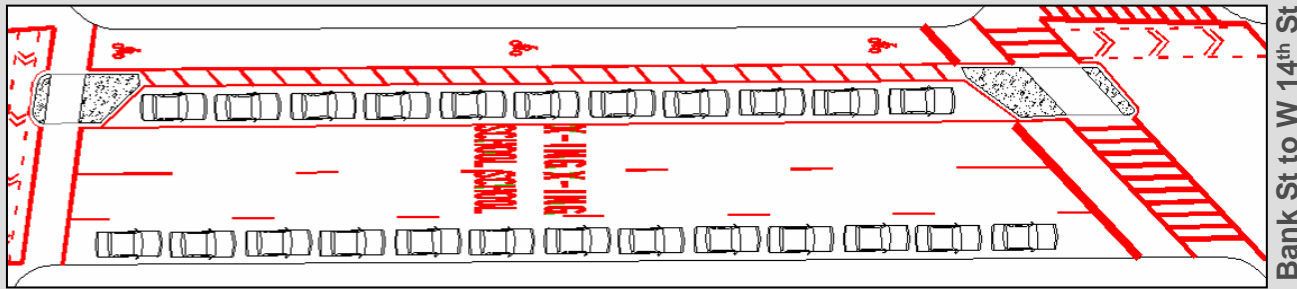


## Proposed Configuration

- Left Turn Bays
- Clear & Stress-free left turns
- Bicycle & Pedestrian crossings conflict-free



# Eighth Ave: Complete Street Design



## Pedestrian Experience

**Very Good**

- Shortens crosswalks by 20' or more
- Greener Streetscape

## Cyclist Experience

**Excellent**

- Fully Protected Bicycle Path
- Bicycle Signal Phases

## Motorist Experience

**Very Good**

- New left turn lanes, no loss of moving lanes
- Left turn restrictions currently under study
- Parking loss at 4 left turns

# Eighth Ave: Complete Street Design



Planned 8<sup>th</sup> Avenue Cross-sections



# Potential Turn Bay Locations

W 14th St – W 23rd St

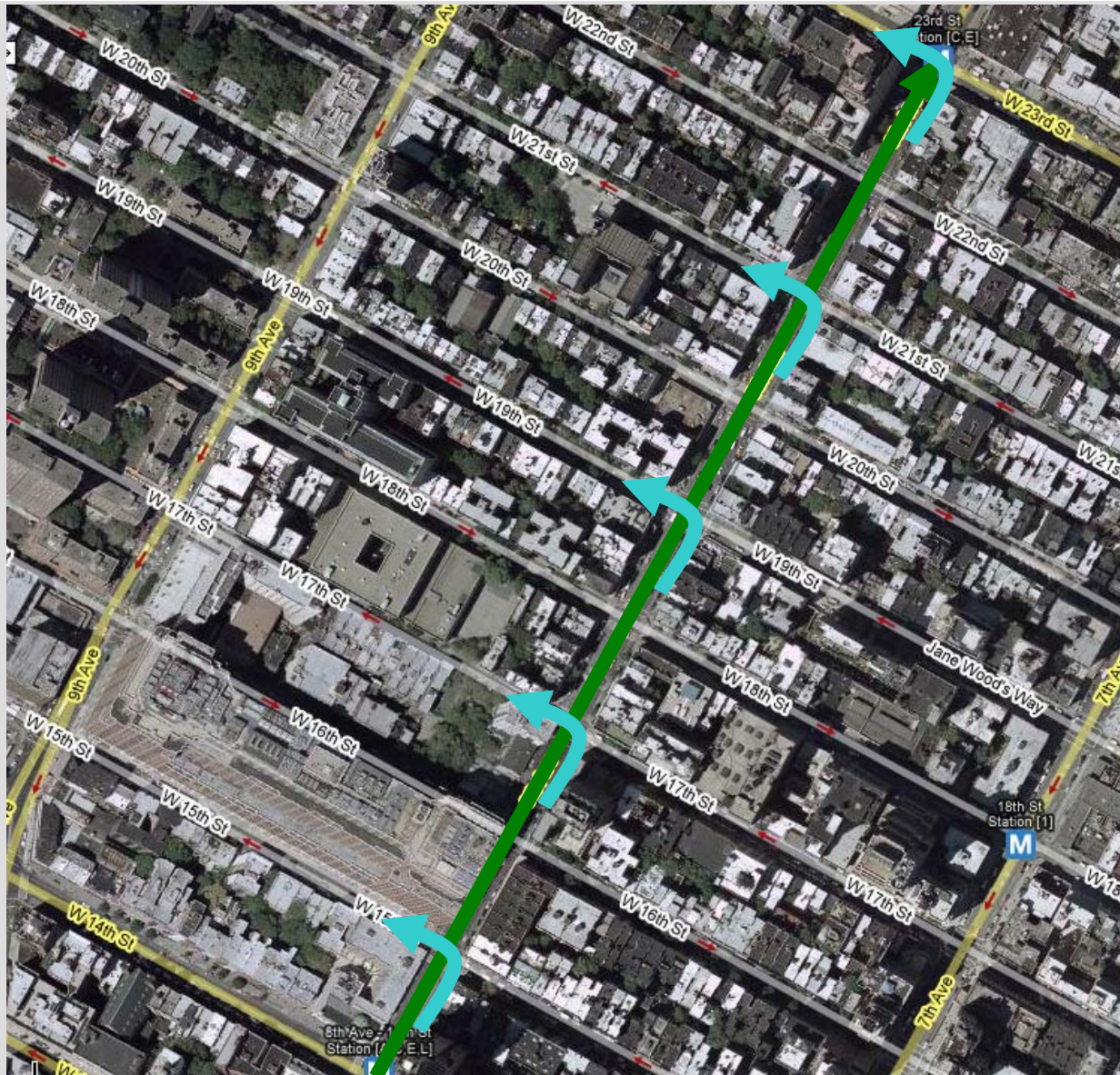


4 Turn Bays, 2 to 5 Parking Spaces replaced per Bay



# Potential Turn Bay Locations

W 14<sup>th</sup> St – W 23<sup>rd</sup> St



5 Turn Bays, 5 to 6 Parking Spaces replaced per Bay



# Restricting Left Turns

## Benefits

- Eliminate left turning vehicle conflicts with cyclists & pedestrians
- Higher level of service for bicyclists and pedestrians
- Preserves curbside access (Parking/Loading)
- More green space

## Drawbacks

- Reduced convenience for some motorists
- Potential increase in Vehicle Miles Traveled

## Potential Locations for Left Turn Ban

- Jane Street
- West 15<sup>th</sup> Street
- West 17<sup>th</sup> Street
- West 19<sup>th</sup> Street
- West 21<sup>th</sup> Street

# Community Outreach



- Flyer distribution to businesses and ground floor land uses along corridor
- NYC DOT Safety Education presentation for seniors and others to explain new street geometry
- Feedback through Community Board



# Project Summary

## Pilot Protected Bicycle Path

- Nine foot, one-way signalized bike path with 4' buffer
- Safe, comfortable facility

## Pedestrian Refuge Islands

- Shortens crossing distance by 20-30'
- Greener street with planting beds

## Left Turning Vehicles

- Left turn lanes improve traffic operations
- Possible turn restrictions to improve safety and performance

## Outreach

- Flyer distribution
- NYC DOT Safety Education presentation

## Parking

- Left turn bays replace meter parking (2 – 5 parking spaces replaced per turn bay)
  - Jane Street\*
  - West 4<sup>th</sup> Street
  - West 13<sup>th</sup> Street
  - West 14<sup>th</sup> Street
  - West 15<sup>th</sup> Street\*
  - West 17<sup>th</sup> Street\*
  - West 19<sup>th</sup> Street\*
  - West 21<sup>th</sup> Street\*
  - West 23<sup>rd</sup> Street

\* Under consideration for left turn ban

# Next Steps

- Community Input
    - Turn Restrictions
    - Parking/Loading Issues
  - Refine Project Design
  - NYC DOT Safety Education presentation (as recommended by CB)
  - Implementation Fall 2008 (November Completion)
- 
- A photograph of a city street scene, likely in New York City. In the foreground, a person wearing a dark jacket and a grey beanie is riding a purple bicycle. The street is paved with asphalt and has white painted markings, including a large white arrow pointing right. Several yellow taxis are visible in the background, along with tall brick buildings. The scene is brightly lit, suggesting a sunny day.



# End of Presentation

