Eighth Avenue Complete Street Redesign
Bank Street – West 23rd 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

West

Bank Street to W 14th Street

East

W 14th Street to W 23rd Street

Planned 8th 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 14th St – W 23rd 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 15th Street
- West 17th Street
- West 19th Street
- West 21st 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 4th Street
    – West 13th Street
    – West 14th Street
    – West 15th Street*
    – West 17th Street*
    – West 19th Street*
    – West 21th Street*
    – West 23rd 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)
End of Presentation