



7TH AVE & 8TH AVE, 39TH ST - 66TH ST

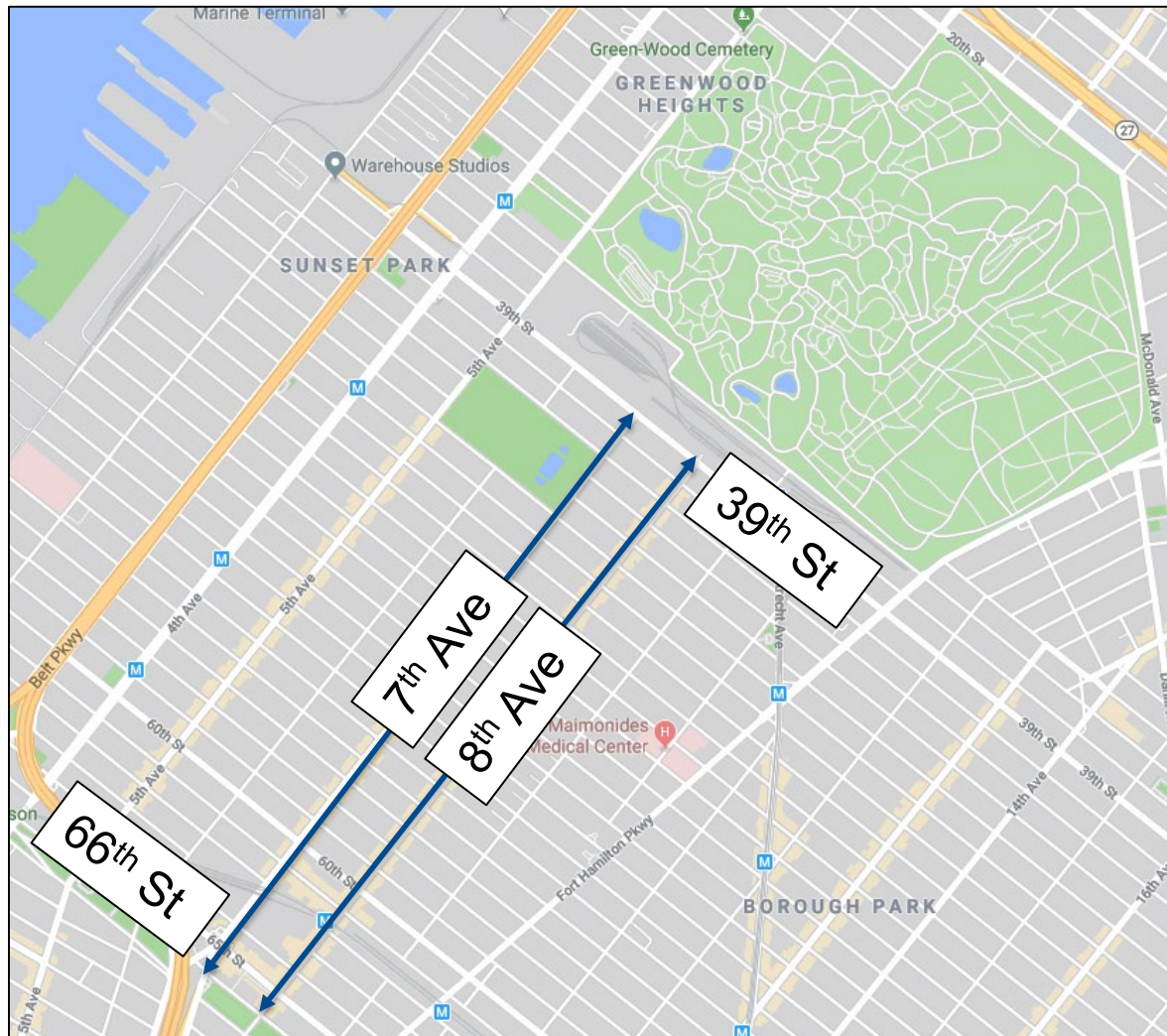
Community Board 10 Transportation Committee

November 19, 2020



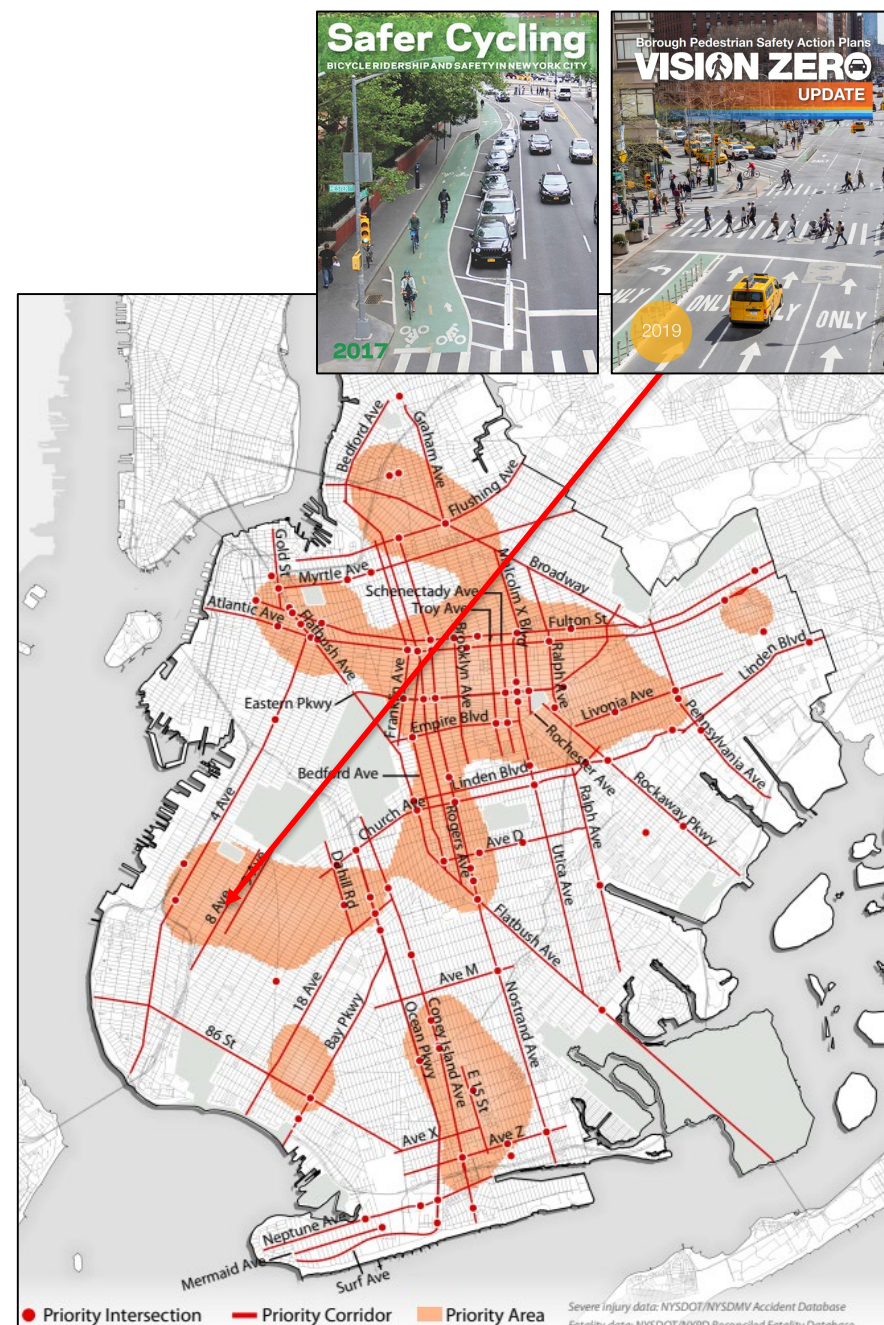
LOCATION

- 7th Ave – 66th St to 39th St
- 8th Ave – 66th St to 39th St
- Commercial heart of Sunset Park's Chinatown
- B70 bus runs on 8th Avenue
- Existing two-way shared bike lane on 7th Ave



BACKGROUND

- 8th Ave is a Vision Zero Priority Corridor
- 7th Ave has comparable crash and injury data
- Located within the Borough Park Senior Pedestrian Focus Area and a Vision Zero Priority Area
- 8th Ave is within a bike priority district (CB 12)
- Project area is within Community Boards 7, 10, and 12



CURRENT MOBILITY AND SAFETY ISSUES

Mobility Concerns

- Commercial heart of Chinatown
 - Double parking, loading, and trucks lead to lane blockages, congestion, and low bus speeds
- Pedestrian corridor
 - Extremely high pedestrian volumes, overcrowded sidewalks
- Cyclist activity
 - High volumes of commercial and recreational cyclists



Safety Concerns

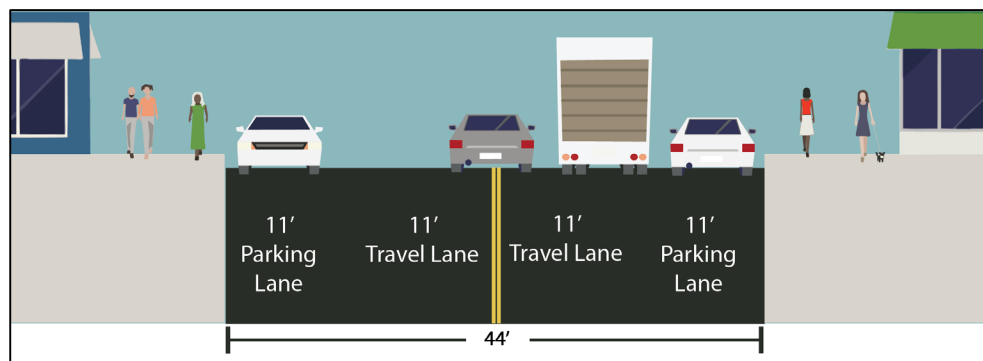
- Motorist injuries are a result of congested streets
 - Sideswipes and head-on collisions
- Pedestrian injuries are due to unpredictability and breakdown in street function
 - Points of conflicts at all intersections
- Cyclist injuries are due to lack of dedicated space
 - Fail to yield right turn and midblock crashes



Pedestrians, bikes, cars, trucks, and buses compete for limited space on 8th Ave

CURRENT SAFETY IMPROVEMENT LIMITATIONS

- Both streets are 44' wide two-way streets with parking on both sides
- As two-way streets, both 7 Ave and 8 Ave have limited corridor safety improvement possibilities
- NYC DOT treatments for these roads typically involve narrowing moving lanes to address speeding, which is not the cause of injuries on 7th Ave or 8th Ave



Above: Vehicles maneuver around a double parked truck, slowing traffic in each direction. Below: Diagram shows the limited street width

CURBSIDE CONSIDERATIONS

- Loading
 - Very heavy loading activity at all times. Concentrated on 8th Ave in the 50s
- Buses
 - B70 and charter bus stops. MTA supportive of one-way pairs
- Commuter Vans
 - Observed at various locations on 8th Ave
- Businesses
 - Businesses frequently expand onto sidewalk to sell goods
- Pedestrians
 - 5,070 pedestrian counted in one hour on 8th Ave & 57th St (9/2019)
- Cyclists
 - 600 – 800 cyclists per day
- Parking
 - Dense corridors – 66% of households in census tracts do not own cars



Loading and pedestrian activity are two of the common uses that compete for limited curb space on 7th Ave and 8th Ave

PROPOSAL

- Make 7th Ave & 8th Ave one-way pairs between 39th St and 65th St
- Convert 7th Avenue to southbound between 39th St and 65th St
- Convert 8th Avenue to northbound between 65th St and 39th St
- Reduce congestion and improve safety at and around 65th St and 7th Ave
- Address crash history on the corridors by implementing additional traffic calming elements, roadway organization, curbside controls, and mobility improvements in conjunction with the one-way conversions



Map of conversion (above). Pedestrians on 8th Ave (below).

ONE-WAY CONVERSIONS

- Substantial corridor safety improvements that address the crash history of 7th Ave & 8th Ave
- Eliminating two-way traffic improves vehicle predictability, reduces possible movements, and conflicts between vehicles, pedestrians, and cyclists
- One-way conversions allow for re-allocation of roadway space to provide safety and mobility benefits for additional users
 - Allows for the addition of safe, dedicated space for cyclists to connect to 7th Ave South protected bike lane
 - Allows for expanded pedestrian space and safety improvements
 - Allows for new loading regulations to address double parking and loading
 - Elimination of two-way traffic will improve bus operations on the corridors



Existing conditions (above) and one-way street with protected bike lane and loading changes implemented on Skillman Ave, QN (below)

CONVERSION DETAILS

- Conversions of 7th Ave & 8th Ave to one-way pairs will have effects on 65th Street between 7th Ave and 8th Ave and surrounding streets
- 65th Street and 7th Ave is a very congested intersection due to the BQE exit, existing congestion on 65th Street, and access to and from neighborhood streets
- NYC DOT's proposal will include design elements to minimize impacts on the street network while making improvements to vehicle processing
 - One-way conversions allow for signal progression on 7th and 8th Aves to improve vehicle processing





- Proposed design reduces the total northbound volume at 65th St and 7th Ave
 - Northbound vehicles on 7th Ave have multiple options to reroute to 8th Ave before 65th St
- Proposed design improves safety at the intersection of 7th Ave and 65th St
 - Removal of northbound through, eastbound lefts, and westbound rights reduce the total vehicle movements, reducing conflicts and improving safety
- Proposed design minimizes impacts
 - Two thirds of existing northbound vehicles are already turning at 65th St and 7th Ave

BENEFITS OF PROPOSED CONVERSIONS



Many NB vehicles on 7th Ave merge, change lanes, cross a bike path, and make unpredictable movements approaching 65th St

- Proposal simplifies the northbound approach to 65th St on 7th Ave
 - With only two possible northbound movements and two northbound lanes, the design reduces conflicts and improves predictability for vehicles
- Proposal eliminates northbound cyclist conflict
 - Northbound cyclists will no longer continue onto 7th Ave, removing conflict of right turning vehicles turning across a bike lane

CHALLENGES WITH ALTERNATE CONVERSION



- The alternate possibility of 7th Ave northbound and 8th Ave southbound leads to new congestion and safety concerns
- Converting 7th Ave northbound would require all northbound vehicles to go through the intersection of 65th St and 7th Ave
- Increased vehicle volumes and conflicts at 7th Ave and 65th St
 - All northbound vehicles on 8th Ave would have to be rerouted to 7th Ave & 65th St
 - Increased vehicles and turn volumes increases vehicle and pedestrian conflicts

Arrows showing the increased turns that would be rerouted to 7th Ave & 65th St if 7th Ave were to be a northbound street.

CHALLENGES WITH ALTERNATE CONVERSION



Existing westbound congestion on 65th St at 7th Ave

- Increased volume at 65th St and 7th Ave leads to additional safety and congestion challenges
 - Increased westbound to southbound left turns would cause additional conflicts for what is currently the most dangerous vehicular movement at the intersection
 - Increase in westbound volumes and left turns would require additional signal time, resulting in less time given to the northbound approach, increasing congestion

SUMMARY

- Directly addresses crash history of Vision Zero Priority Corridor through street conversion and design
- One-way conversions allow for additional traffic calming elements that can provide benefits to other street users
- Reduces congestion and improves safety at 65th St and 7th Ave
- Improves the reliability of the B70 bus
- Improves network mobility throughout Sunset Park



THANK YOU!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT