

9th Avenue Bicycle Facility & Complete Street Extension W31st Street – W23rd Street

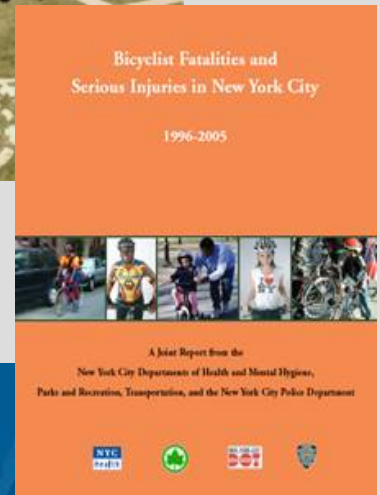


Office of Alternative Modes
Traffic Operations Bureau

June 18, 2008
Manhattan CB4
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



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
4. Calming and narrowing cross streets where appropriate



Current Configuration

Cyclist Experience – **Poor**

- No Bicycle Facility
- Motor Vehicle Intrusion Common

Pedestrian Experience – **Fair**

- Pleasant Sidewalks
- Wide Street
- Long crossing distance (70')

Motorist Experience – **Acceptable**

- Metered parking
- Congestion is low



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 Crosswalks
- Greener Streetscape
- Conflict-Free Crosswalks on Side Streets



3. Turning Motor Vehicle Movement Safely Accommodated



Current Configuration

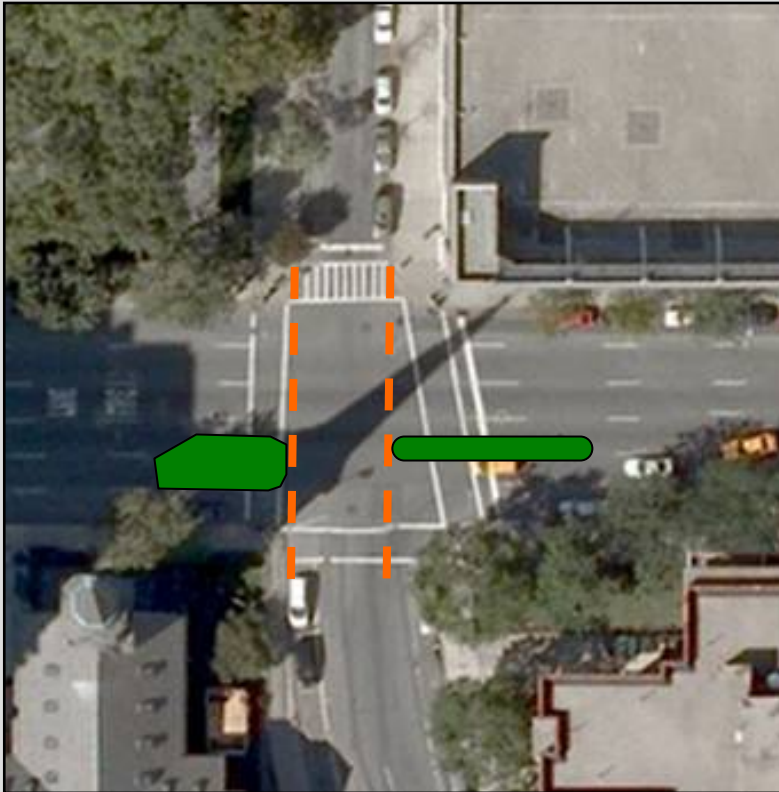
- Turning Vehicles Block Moving Lanes
- Not Signal Protected: Vehicles Conflict with Cyclists and Pedestrians with Walk Signal



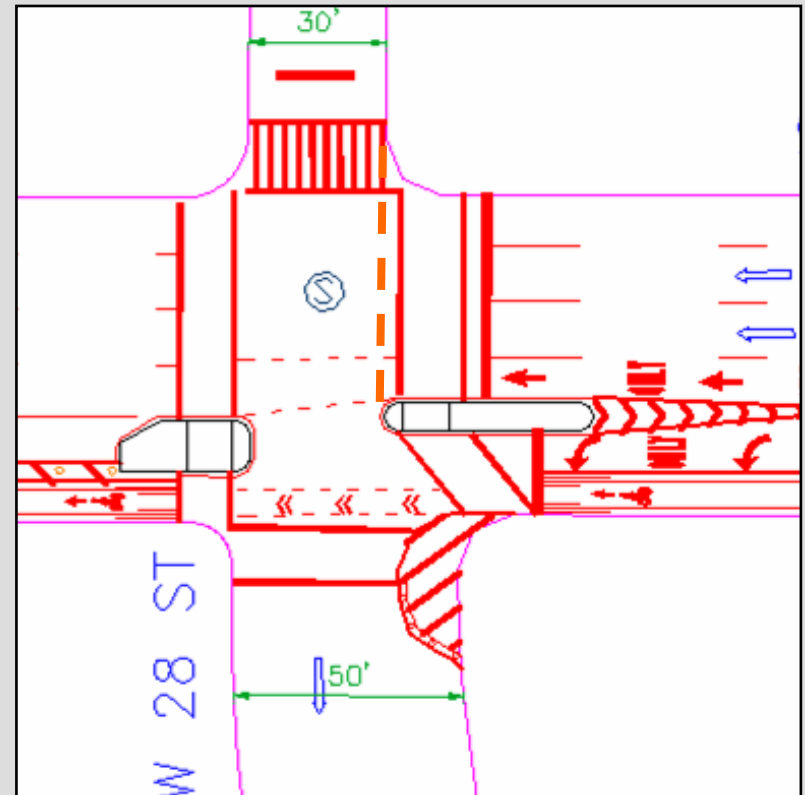
Proposed Configuration

- Left Turn Bays
- Clear & Stress-free Left Turns
- Signal Protected: Bicycle and Pedestrian Crossings Conflict-free

4. Calming and Narrowing Cross Streets

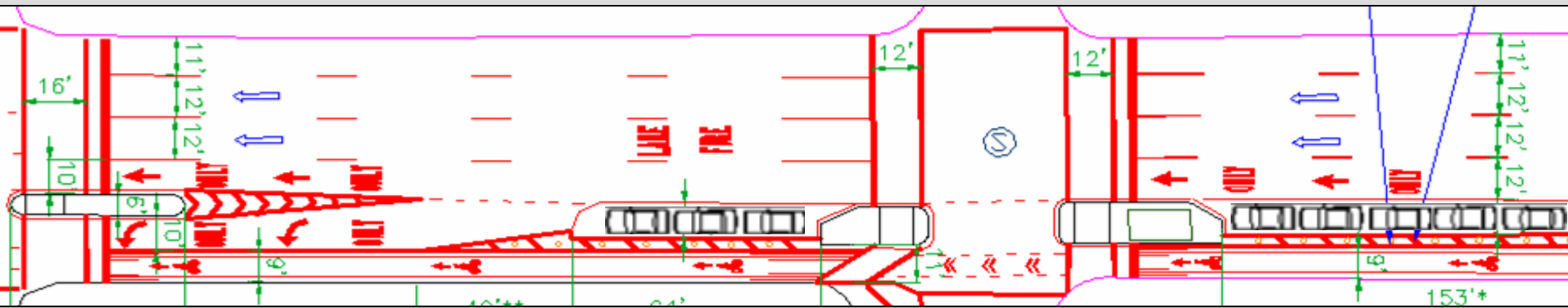


- Unusually wide cross streets
- Excess width encourages speeding



- Roadway narrows by extending ped islands to align with the opposite curb
- Vehicle speeds reduce and become more predictable

Ninth Ave: Complete Street Design



Pedestrian Experience **Very Good**

- Shortens crosswalks by 20' or more
- Greener streetscape

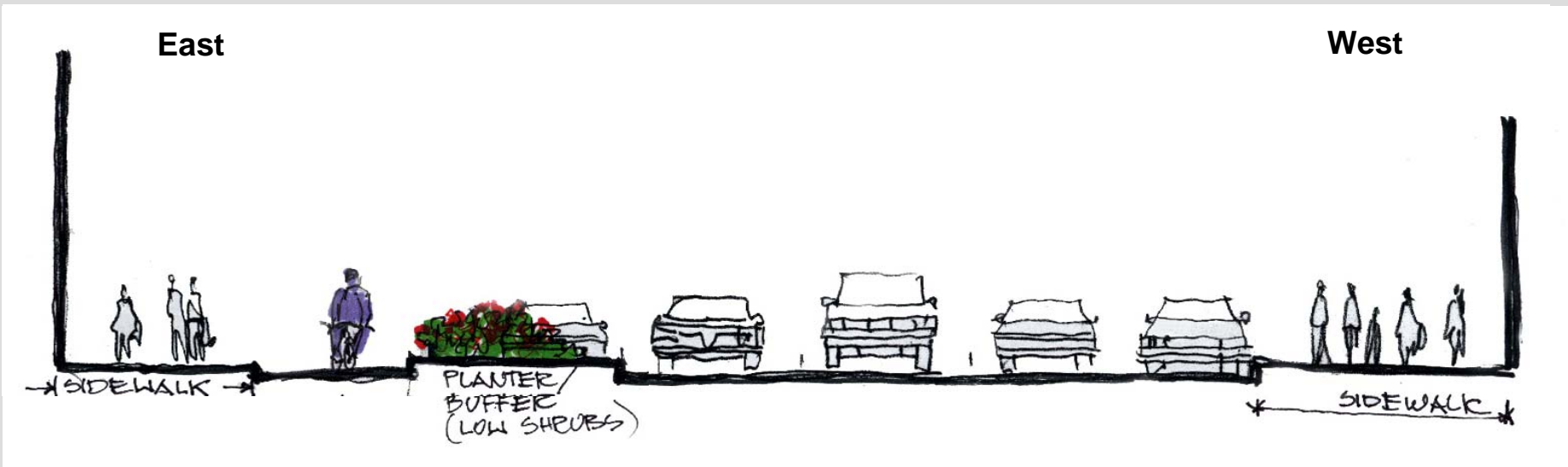
Cyclist Experience **Excellent**

- Fully protected bicycle path
- Bicycle signal phases

Motorist Experience **Very Good**

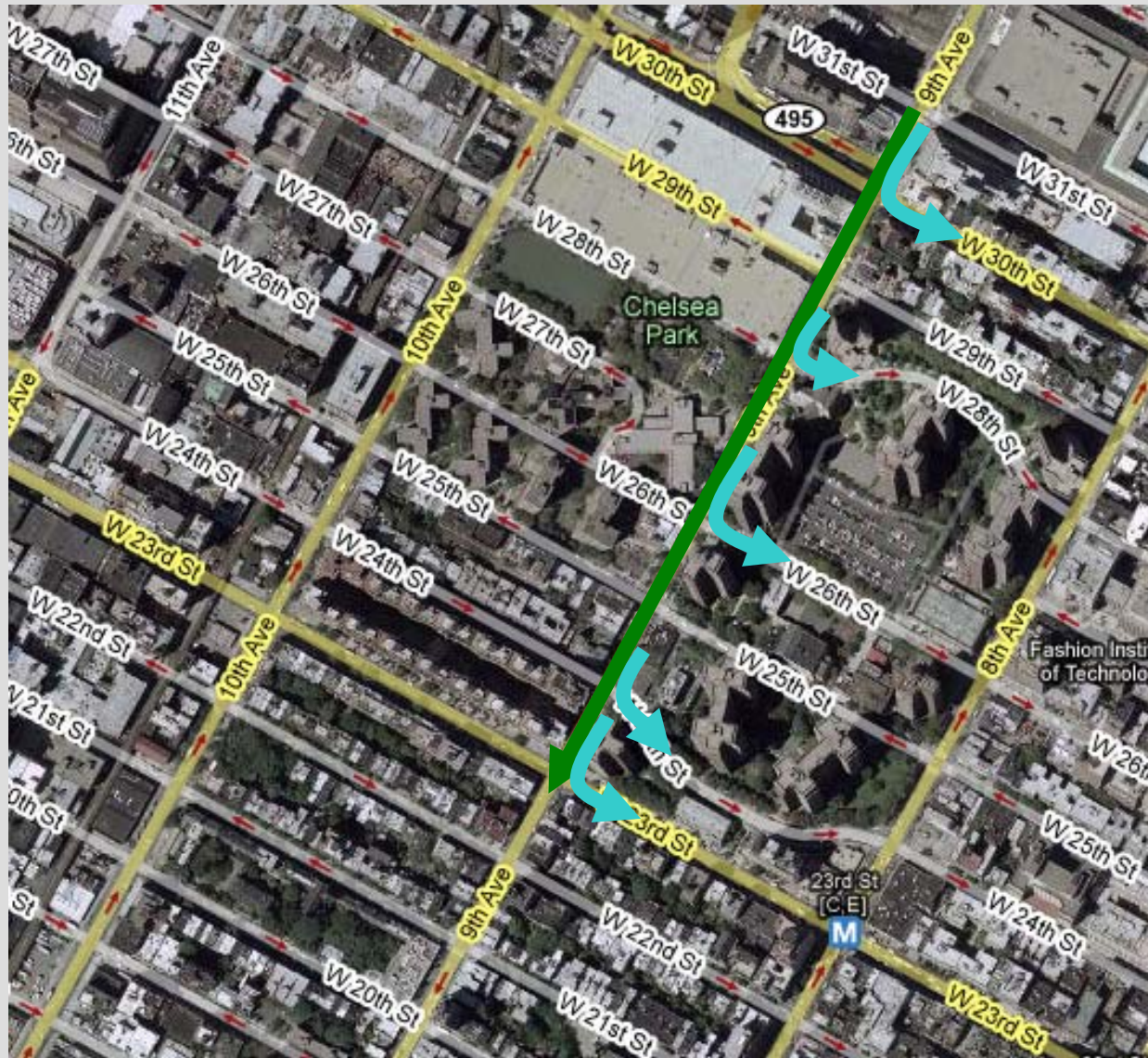
- New left turn lanes, no loss of moving lanes
- Left turn restrictions currently under study
- Parking loss at left turn lanes

Ninth Ave: Complete Street Design



Planned 9th Avenue Cross-sections

Potential Left Turn Bay Locations



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 Location for Left Turn Ban

- West 24th Street (9th Ave)

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 more than 20'
- 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
 - West 23rd Street
 - West 24th Street*
 - West 26th Street
 - West 28th Street
 - West 30th Street

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

