8th Avenue – Bicycle Path Extension
West 23rd to West 34th Streets

Fall 2010

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Presented June 16, 2010 to Community Board 4
NYC Cycling Background

- 200 miles of bike routes installed in last 3 years
- 79% increase in commuter cycling (2006-2009)
- 48% reduction in cyclist injuries and fatalities (1998-2008)
### New York City Cyclist Counts at Selected Commuter Locations

**Weekday, 7AM to 7PM, 1980-2009**

- **Staten Island Ferry**
- **Brooklyn Bridge**
- **Manhattan Bridge**
- **Williamsburg Bridge**
- **Queensboro Bridge**
- **Hudson River Greenway at 50th St.**
- **9th, 10th, 11th, 12th Avenues at 50th St.**

**Ridership more than tripled from 2000 - 2009**
Project Background

- Existing bike path - Bank Street to West 23rd Street
- Existing bike lane frequently and easily violated – West 23rd to West 34th Street
- 70-foot wide street with four travel lanes and curbside parking
- Opportunities for speeding and reckless driving
- Over 1,200 cyclists/day on existing 8th Avenue bike path
Project Objectives

- **Safe Streets** – Improvements for All Users
- **Access & Mobility** – Accommodate Businesses and Maintain Roadway Capacity
- **Complete Streets** – Enhance Bicycle Network
### 8th Avenue Crash History
West 22nd-West 34th Sts  (2004-2008)

<table>
<thead>
<tr>
<th>Type of Injury</th>
<th>Total Injuries</th>
<th>Average Injury/Year</th>
<th>Average Injury/Mile/Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>151</td>
<td>30.2</td>
<td>50.6</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>43</td>
<td>8.6</td>
<td>14.4</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>182</td>
<td>36.4</td>
<td>61.0</td>
</tr>
<tr>
<td><strong>Total Injuries</strong></td>
<td><strong>376</strong></td>
<td><strong>75.2</strong></td>
<td><strong>126.1</strong></td>
</tr>
</tbody>
</table>

Severity-Weighted Injuries Per Mile: 92nd Percentile of Manhattan Corridors
9th Avenue Bicycle Path:
• Injuries to all street users down 56%
• Injuries to pedestrians down 29%
• Injuries to cyclists down 57%
• Sidewalk riding down 84%

Grand Street Bicycle Path:
• Injuries to all street users down 31%
• Reportable crashes down 25%
• Injuries to pedestrians down 21%
• Sidewalk riding down 84%
Managing Left-turn Conflicts:
1. Sight Line Visibility
2. Predictability of Turning Vehicle
3. Mixing Zone Markings
4. Drop Green Paint

Safe Streets - Mixing Zones

Grand Street, Manhattan
No reduction of travel lanes - vehicular capacity unchanged

Potential side-street loading zones:
- West 26th Street: 50’ wide
- West 29th Street: 38’ wide
- West 30th Street: 32’ wide

Previous project south of 23rd Street – accommodated businesses with side street loading zones

Potential Drop-off/Pick-up zone (Access-A-Ride) near West 28th Street at CB’s request

Enforcement by local precinct - bicycle and vehicle violations
Complete Street - Configuration

- Sidewalk
- Bike Path
- Buffer & Pedestrian Refuge
- Parking
- Travel Lanes

9th Avenue, Manhattan
- Enhances Safety for all street users
- Expands bicycle path to mid-town
- Provides safety treatments at left-turn intersections in place of about 15 metered parking spaces
- Decreases pedestrian intersection crossing distance
- Maintains vehicle traffic capacity