8th Avenue – 31st St to 38th St

Presentation to Community Board 4

May 19th, 2021
Project Background
Project Area:
8th Avenue – 31st St to 38th St
- Key corridor connecting pedestrians to Penn Station and PABT
- Commercial, office and entertainment land uses in close proximity to major subway stops

Project Background:
- Phase I expanded the sidewalk from 38th St to 43rd St
- Pedestrian crowding still exists to the north and south
8th Avenue Safety Data

8th Avenue is a Vision Zero Priority Corridor

8th Avenue – 31st St to 38th St
Injury Summary, 2014-2018 (5 years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>59</td>
<td>6</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>14</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>75</td>
<td>0</td>
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<tr>
<td>Total</td>
<td>148</td>
<td>7</td>
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<td>8</td>
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</table>

Fatalities – 2014 to 2021 : 1

- Pedestrian fatality in 2016 at 38th St
- Pedestrian severe injuries at 31st, 34th, 35th St
- Cyclist severe injury at 33rd St

Vision Zero Map
Existing Conditions
Existing Block Configuration

- 15’ sidewalks
- 4 general travel lanes
- Parking-protected bike lane
- Two parking/loading lanes - mix of bus stops, hotel loading zones, and 3 hour metered commercial loading/parking
Volume and Space Comparison

- Pedestrians account for 85% of roadway users
- High pedestrian volumes and small amount of road share results in people walking in curbside lanes

Counts taken at 36th St
Insufficient Sidewalk Space
Project Proposal
Typical Proposed Block Configuration

- 19’ painted sidewalk extension on west curb
- Parking and/or lane divider protected bike lane
- Two general travel lanes
- Left turn lanes as needed
Typical Proposed Block Configuration

Similar to treatment implemented in 2019 on 8th Avenue between 38th and 42nd St
8th Ave – 31st To 32nd St

8TH AVENUE

Existing

1. Split phase turn at 31st St
2. Citibike Valet Station
3. 4 Travel Lanes
8th Ave – 31st To 32nd St

8TH AVENUE

Proposed

1. Maintain Split phase, convert turn bay to full block turn lane
2. Install 11’ painted sidewalk extension
3. Relocate bike lane to opposite side of valet station
4. Maintain 3 travel lanes
8th Ave – 32nd TO 33rd St

8TH AVENUE

Existing

1. Mixing zone for bicyclists and turning vehicles
2. Metered Parking
3. Citibike Station with Valet
### Proposed

1. Install 11’ painted sidewalk expansion
2. Install split phase turn to separate bikes/pedestrian from turning vehicles
3. Install left turn bay
4. Maintain 3 travel lanes

#### 8TH AVENUE

<table>
<thead>
<tr>
<th>Proposed</th>
<th>31st</th>
<th>32nd</th>
<th>33rd</th>
<th>34th</th>
<th>35th</th>
<th>36th</th>
<th>37th</th>
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*Source: nyc.gov/dot*
**8th Ave – 33rd St to 34th St**

**8TH AVENUE**

**Existing**

1. Mixing zone for bicyclists and turning vehicles
2. 3 commercial loading spaces
3. 4 thru travel lanes
4. Citibike station on east curb

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**nyc.gov/dot**
8\textsuperscript{th} Ave – 33\textsuperscript{rd} St to 34\textsuperscript{th} St

\textbf{8TH AVENUE}

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<td>37th</td>
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<td>38th</td>
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</table>

1. Split phase for bicyclists and pedestrians at 34\textsuperscript{th} St
2. No Stopping Anytime regulation on west curb
3. 1 left turn lane, 2 thru travel lanes
4. Move Citibike station to west side, adding Taxi/FHV Pick-up/Drop-off Only
5. Add right turn lane approaching 34\textsuperscript{th} St (split phase LPI or full split phase turn under investigation)
### 8th Ave – 34th St to 35th St

**8TH AVENUE**

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1. Mixing zone for bicyclists
2. Hotel loading zone with loading island and crosswalk
3. 4 thru travel lanes

![Diagram of 8th Ave – 34th St to 35th St with existing features marked](image-url)
**8TH AVENUE**

**Proposed**

<table>
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<tr>
<th>31st</th>
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<th>34th</th>
<th>35th</th>
<th>36th</th>
<th>37th</th>
<th>38th</th>
</tr>
</thead>
</table>

1. Maintain mixing zone for bicyclists and turning vehicles
2. Widened taxi boarding island with two crossing points
3. 2 thru travel lanes
4. Curb extensions for additional pedestrian queuing space
8th Ave – 35th St to 36th St

8TH AVENUE

Existing

1. Overcrowded sidewalk
2. Limited queuing for pedestrians space at corners
3. 4 thru travel lanes
8th Ave – 35th St to 36th St

8TH AVENUE

Proposed

1. Widened sidewalk and parking protected bike lane
2. 2 thru travel lanes
3. New, right turn lane
4. Curb extension for additional pedestrian queuing space

W 35 ST
8 AV
W 36 ST
8th Ave – 36th St to 37th St

8TH AVENUE

Existing

1. 4 commercial loading spaces
2. Split phase left turn for pedestrians and bicyclists
3. 4 thru travel lanes
8th Ave – 36th St to 37th St

**8TH AVENUE**

Proposed

1. No Stopping Anytime regulation
2. Maintain split phase left turn, lengthening left turn lane
3. 2 thru travel lanes
4. Curb extensions for additional pedestrian queuing space
8th Ave – 37th St to 38th St

8TH AVENUE

Existing

1. Overcrowded sidewalk
2. Start of 2019 project
3. 4 thru travel lanes
### Proposed

1. Widened sidewalk with Citibike Station between existing islands
2. Parking protected bike lane
3. 2 thru travel lanes and 1 right turn lane
4. Transition bike lane to 2019 project
Volume and Space Comparison

8th Avenue Modeshare (PM Peak Hour)

- Walking: 8,070 (85%)
- Bicycles: 1,050 (11%)
- Cars: 330 (4%)

Existing 8th Avenue Roadshare

- Walking: 60%
- Cars: 30%
- Bicycles: 10%
Volume and Space Comparison

8th Avenue Modeshare (PM Peak Hour)

- Increased sidewalk space (20%)
- Clear bike lane
- Separated vehicular turning movements
Project Summary

- Add painted sidewalk extension (10’-20’) on the west side between 31st St and 38th St
- Add split phase left turns at 33rd St, 34th St, and 37th St
- Widen taxi boarding island at New Yorker Hotel
- Add 5 painted curb extensions on the east side of 8th Ave
- Add bike corrals throughout project limits
Thank You!