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

June 18, 2008
Manhattan CB4
Transportation Committee

Office of Alternative Modes
Traffic Operations Bureau
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

* 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)