



New York City Department of Transportation Street Design Checklist "NYC Admin Code §19 - 182.2"

Pursuant to §19-182.2, this checklist was created by New York City Department of Transportation ("DOT") as a standard checklist of safety-enhancing street design elements that the department must consider for all Major Transportation Projects. A Major Transportation Project (MTP) is a project that, after construction will alter four or more consecutive blocks or 1,000 consecutive feet of street, whichever is less, involving a major realignment of roadway, including either the removal of vehicular lane(s) or full time removal of parking lane(s), or the addition of vehicle lane(s).

DOT is required to post such standard checklists on its website prior to the implementation of each MTP. DOT may amend the standard checklist by rule only to promote vehicular, pedestrian and bicycle safety.

Project Name: Harding Ave (Throggs Neck Bike Network)

- 1. ADA Accessibility:** Preexisting Feature
- 2. Bus Bulbs:** Not Included In Project
 - Location does not meet technical criteria for a Bus Bulb
- 3. Bus Lanes:** Not Included In Project
 - Based on vehicular volume and transit ridership a dedicated bus lane is not necessary at this time.
- 4. Daylighting:** Not Included In Project
 - Daylighting is not feasible/needed at this location based on professional engineering judgement
- 5. Dedicated Vehicle Loading and Unloading Zones:** Not Included In Project
 - Adjacent land uses do not require Dedicated Vehicle Loading and Unloading Zone(s)
- 6. Narrow Vehicle Lanes (10ft or Less):** Not Included In Project
 - This location is a bus route, 11' travel lanes are standard
 - This location is a truck route, 11' travel lanes are standard
- 7. Pedestrian Safety Islands:** Not Included In Project
 - A Pedestrian Safety Island is not feasible/needed at this location at this time based on professional engineering judgment
- 8. Protected Bicycle Lane:** Not Included In Project
 - Addition of a Protected Bicycle Lane would not connect to the larger network and/or would be a stand alone lane with no connections at either end
 - During the public review process, DOT heard concerns from community members and/or elected officials about Protected Bicycle Lanes and decided not to pursue them at this location at this time
- 9. Signal-Protected Pedestrian Crossings:** Preexisting Feature
- 10. Signal Retiming:** Not Included In Project
 - Signal retiming at this location is not feasible/needed at this time based on professional engineering judgment



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11. Wide Sidewalks (8ft or Greater): Preexisting Feature