



# 8<sup>TH</sup> AVENUE – 38<sup>TH</sup> ST TO 45<sup>TH</sup> ST

Presentation to Manhattan Community Board 4  
Transportation Planning Committee

June 19<sup>th</sup>, 2019

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## Project Background

# 1

# PROJECT AREA AND BACKGROUND

## Project Area:

8<sup>th</sup> Avenue – 38<sup>th</sup> St to 45<sup>th</sup> 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:

- Community requests for expanded sidewalk space due to pedestrian overcrowding
- Requests for signal improvements at 8<sup>th</sup> Ave and 42<sup>nd</sup> St
- Requests for continuation of the 8<sup>th</sup> Ave protected bike lane



# PROJECT AREA AND BACKGROUND

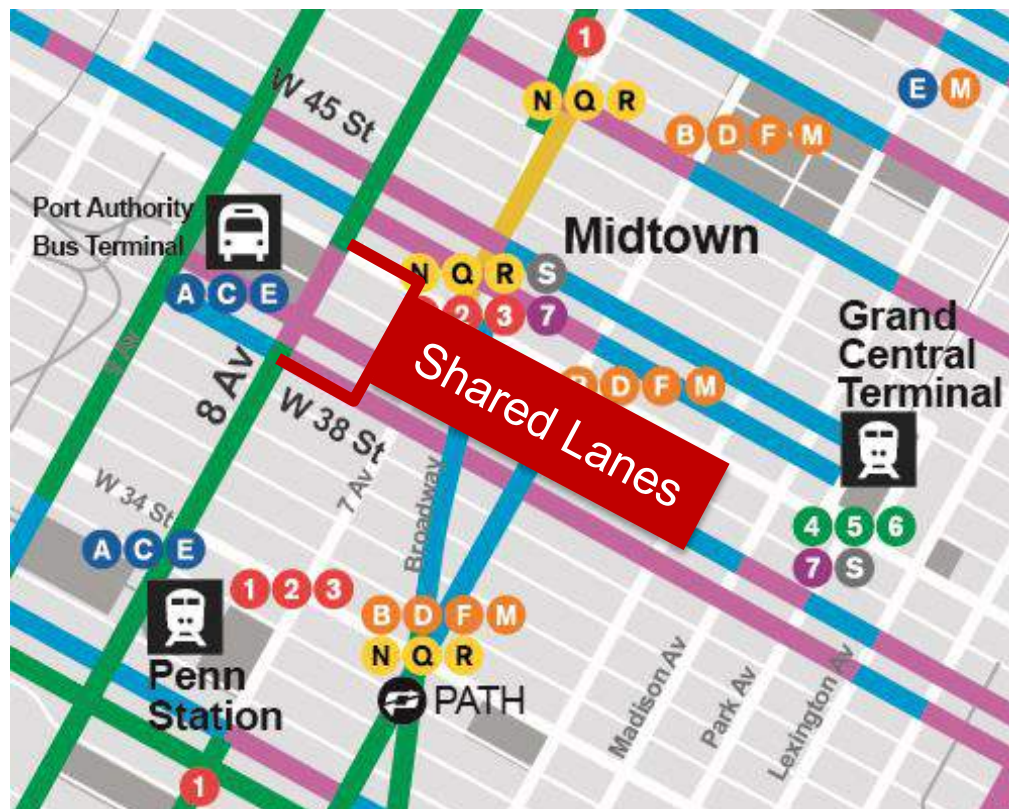
## Project Area:

8<sup>th</sup> Avenue – 38<sup>th</sup> St to 45<sup>th</sup> St

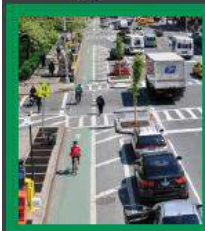
- Key corridor connecting pedestrian to Penn Station and PABT
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## Project Background:

- Community requests for expanded sidewalk space due to pedestrian overcrowding
- Requests for signal improvements at 8<sup>th</sup> Ave and 42<sup>nd</sup> St
- Requests for continuation of the 8<sup>th</sup> Ave protected bike lane



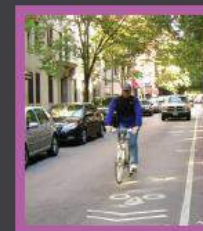
## Legend



Protected Bicycle Lane with Access



Conventional Bicycle Lane



Shared Lane



Signed Route

# 8<sup>TH</sup> AVENUE SAFETY DATA

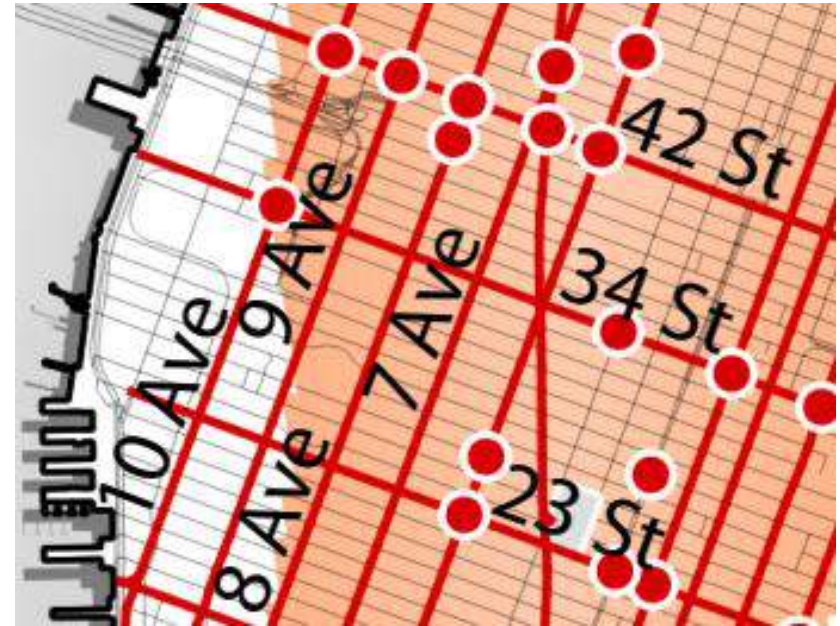
- Vision Zero Priority Corridor
- Within a VZ Priority Area
- Vision Zero Priority Intersections at 40<sup>th</sup> St and 42<sup>nd</sup> St

## 8<sup>th</sup> Avenue – 38<sup>th</sup> St to 45<sup>th</sup> St

Injury Summary, 2013-2017 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	91	15	1	16
Bicyclists	30	5	0	5
Motor Vehicle Occupant	99	5	0	5
Total	220	25	1	26

**Fatalities – 2012 to 2019 : 2**



Vision Zero Map

- Pedestrian fatality in 2016 at 38th St
- Cyclist fatality in 2019 at 45th St

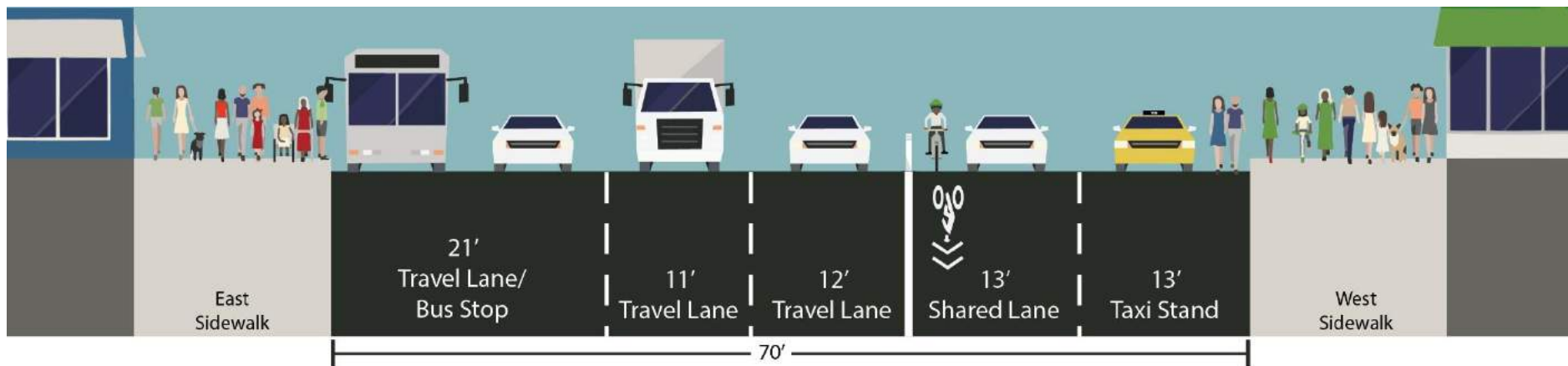
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## Existing Conditions

# 2

# BLOCK CONFIGURATIONS

- 15' sidewalks
- 4 general travel lanes
- Parking-protected bike lane from 38<sup>th</sup> to 39<sup>th</sup>
- Shared bike lane from 39<sup>th</sup> to 42<sup>nd</sup>
- Two curbside parking/loading lanes - mix of bus stops, taxi stands, and 3HR metered commercial loading/parking



# AGGRESSIVE LANE MANEUVERS

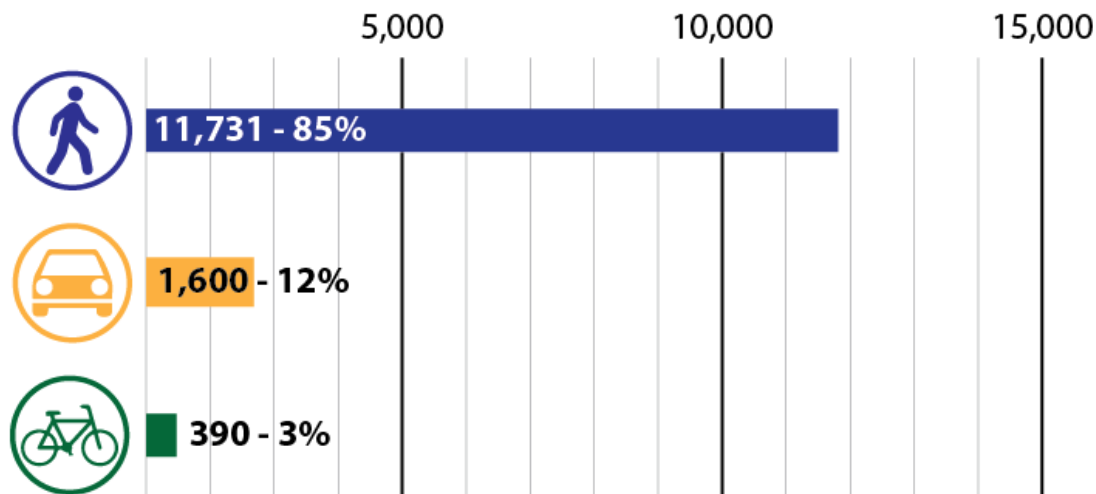
- Lane divider creates aggressive lane maneuvers and limits flexibility for drivers and cyclists



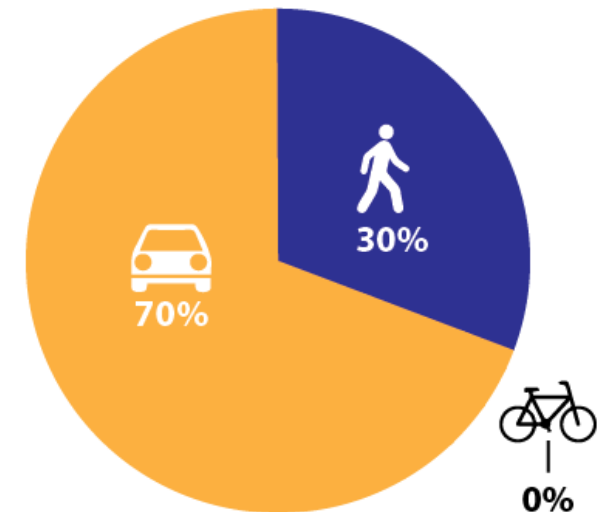
# VOLUME AND SPACE COMPARISON

- Pedestrians account for 85% of roadway users
- High pedestrian volumes result in people walking in curbside lanes
- Cyclists allocated 0% of space from 39<sup>th</sup> St to 42<sup>nd</sup> St

8th Avenue Modeshare (PM Peak Hour)



Existing 8th Avenue Roadshare



# INSUFFICIENT SIDEWALK SPACE

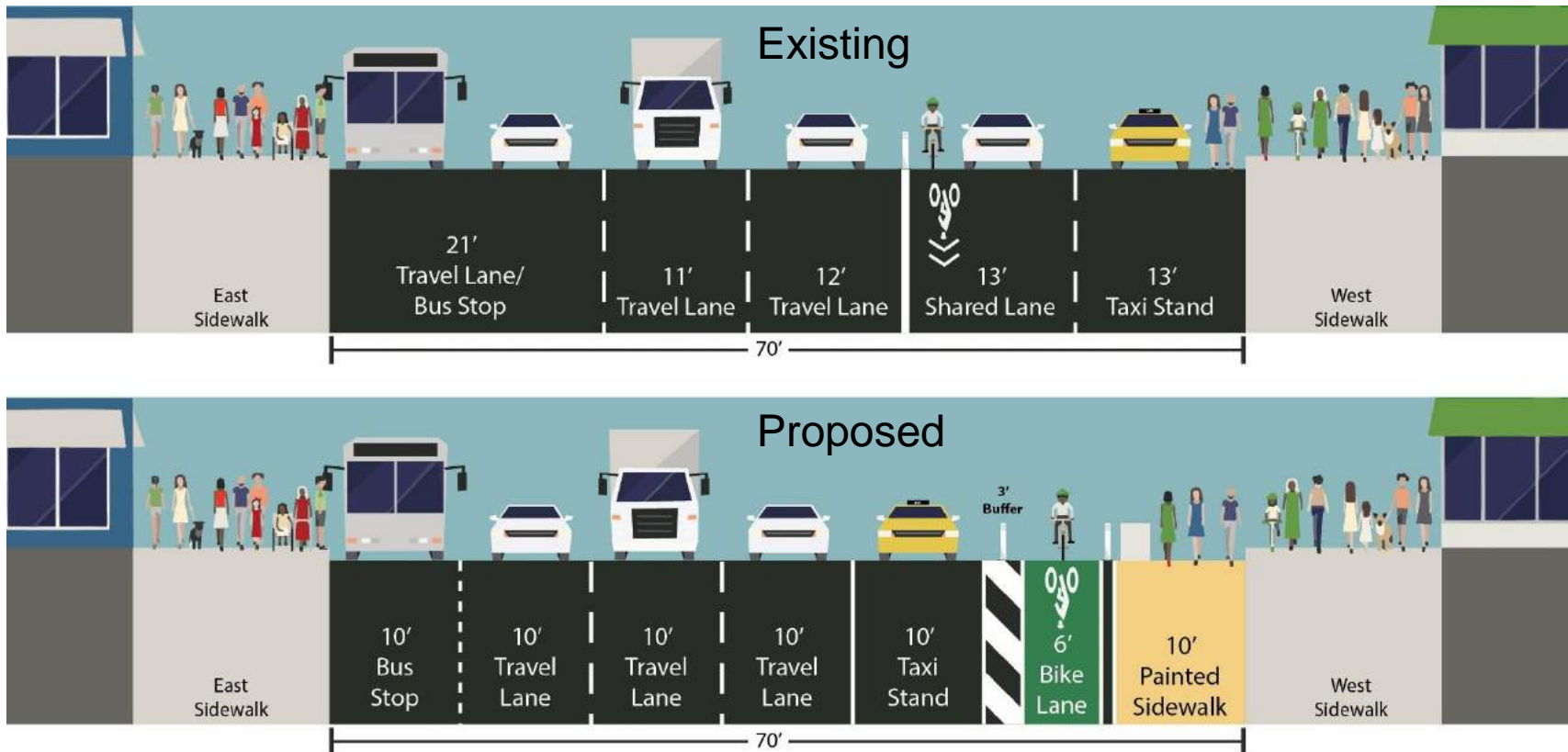


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## Project Proposal

# 3

# TYPICAL PROPOSED BLOCK CONFIGURATION



- 10' painted sidewalk extension on west curb
- Lane divider protected bike lane
- Three general travel lanes
- Alternating taxi lane and left turn lane on west side
- Extend metered parking to midnight with 5 HR limit on 8<sup>th</sup> Avenue between 38<sup>th</sup> St and 45<sup>th</sup> St as part of Entertainment District regulation update

# TYPICAL PROPOSED BLOCK CONFIGURATION



Similar to treatment implemented in 2017 on 8<sup>th</sup> Avenue  
between 42<sup>nd</sup> St and 43<sup>rd</sup> St

# 8<sup>TH</sup> AVE – 38<sup>TH</sup> ST TO 39<sup>TH</sup> ST

8TH AVENUE

38th



39th

40th

41st

42nd

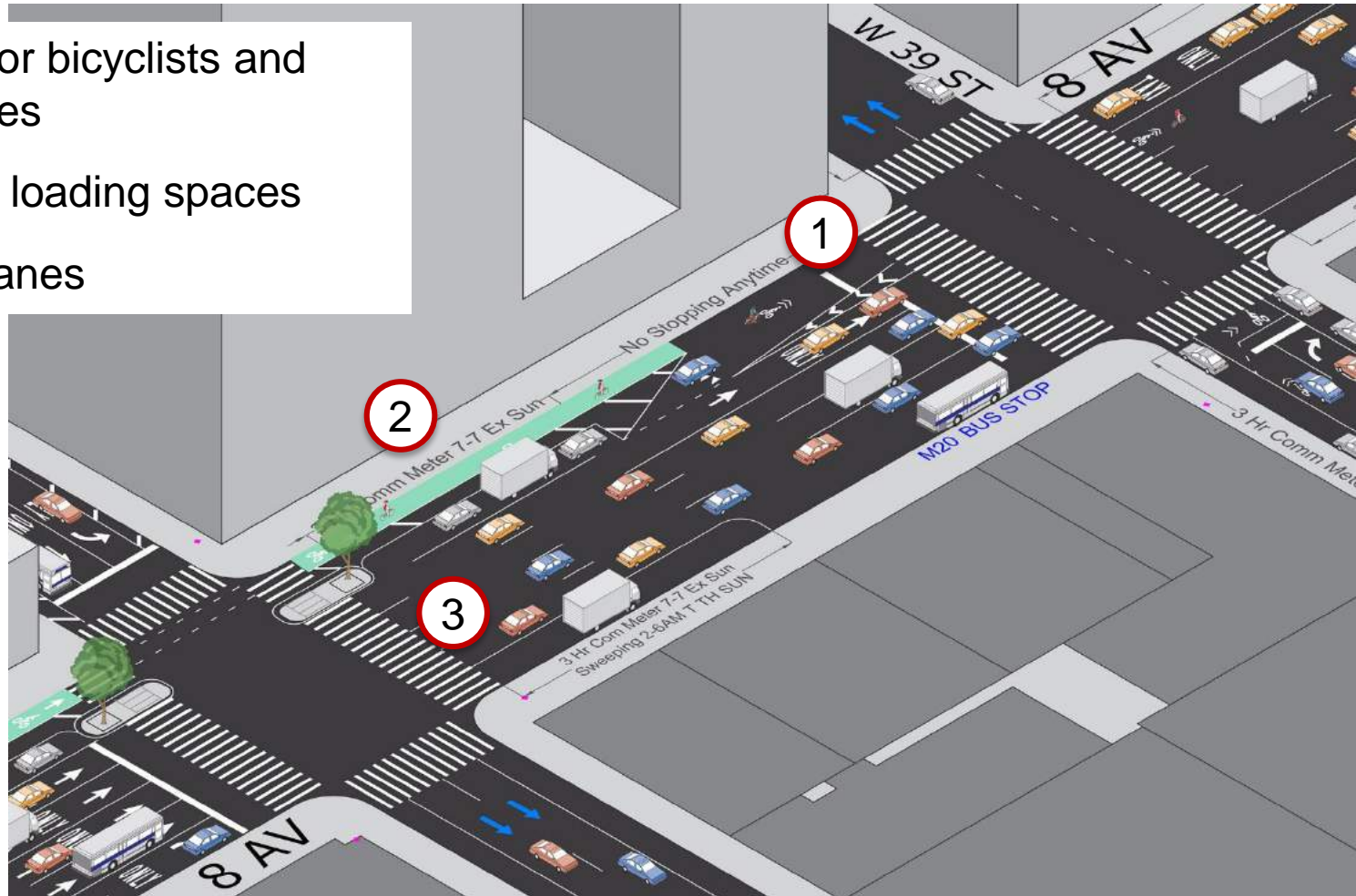
43rd

44th

45th

Existing

- ① Mixing zone for bicyclists and turning vehicles
- ② 4 commercial loading spaces
- ③ 4 thru travel lanes



# 8<sup>TH</sup> AVE – 38<sup>TH</sup> ST TO 39<sup>TH</sup> ST

## 8TH AVENUE

38th



39th

40th

41st

42nd

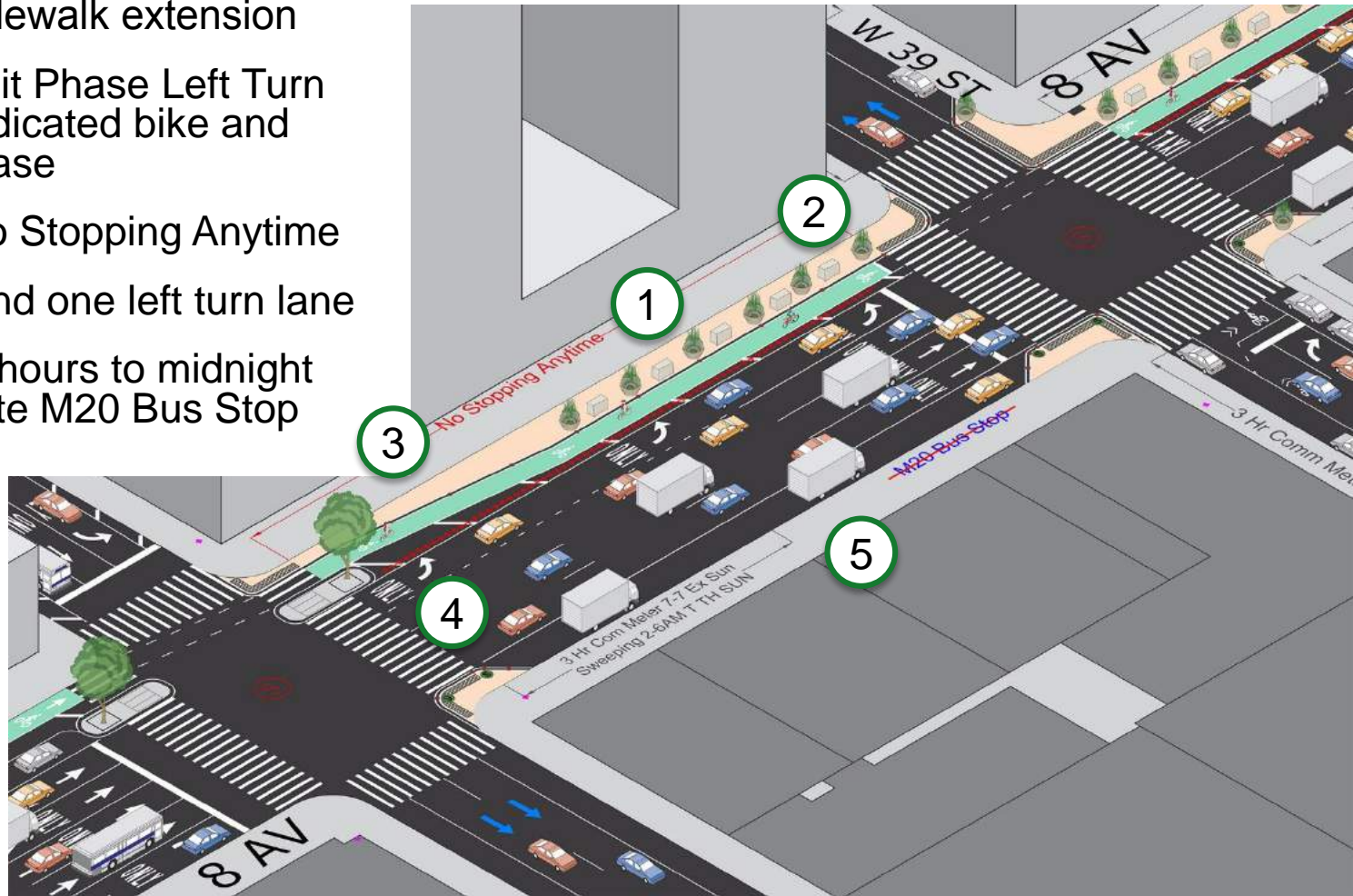
43rd

44th

45th

Proposed

- 1 10' painted sidewalk extension
- 2 Convert to Split Phase Left Turn signal with dedicated bike and pedestrian phase
- 3 Upgrade to No Stopping Anytime
- 4 3 thru lanes and one left turn lane
- 5 Extend meter hours to midnight and consolidate M20 Bus Stop



# 8<sup>TH</sup> AVE – 39<sup>TH</sup> ST TO 40<sup>TH</sup> ST

## 8TH AVENUE

38th

39th

40th

41st

42nd

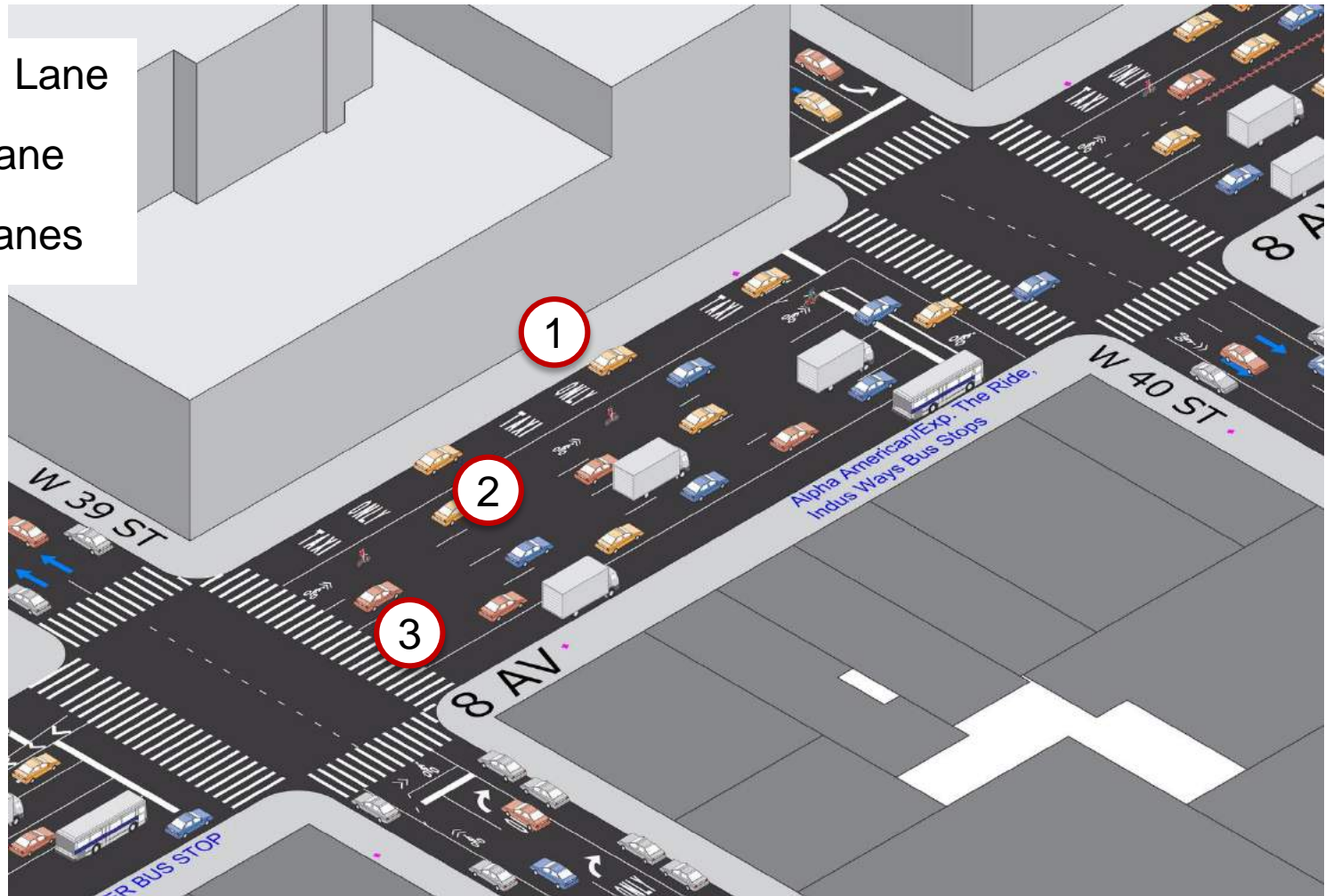
43rd

44th

45th

Existing

- ① Curbside Taxi Lane
- ② Shared bike lane
- ③ 4 thru travel lanes



# 8<sup>TH</sup> AVE – 39<sup>TH</sup> ST TO 40<sup>TH</sup> ST

## 8TH AVENUE

Proposed

38th

39th

40th

41st

42nd

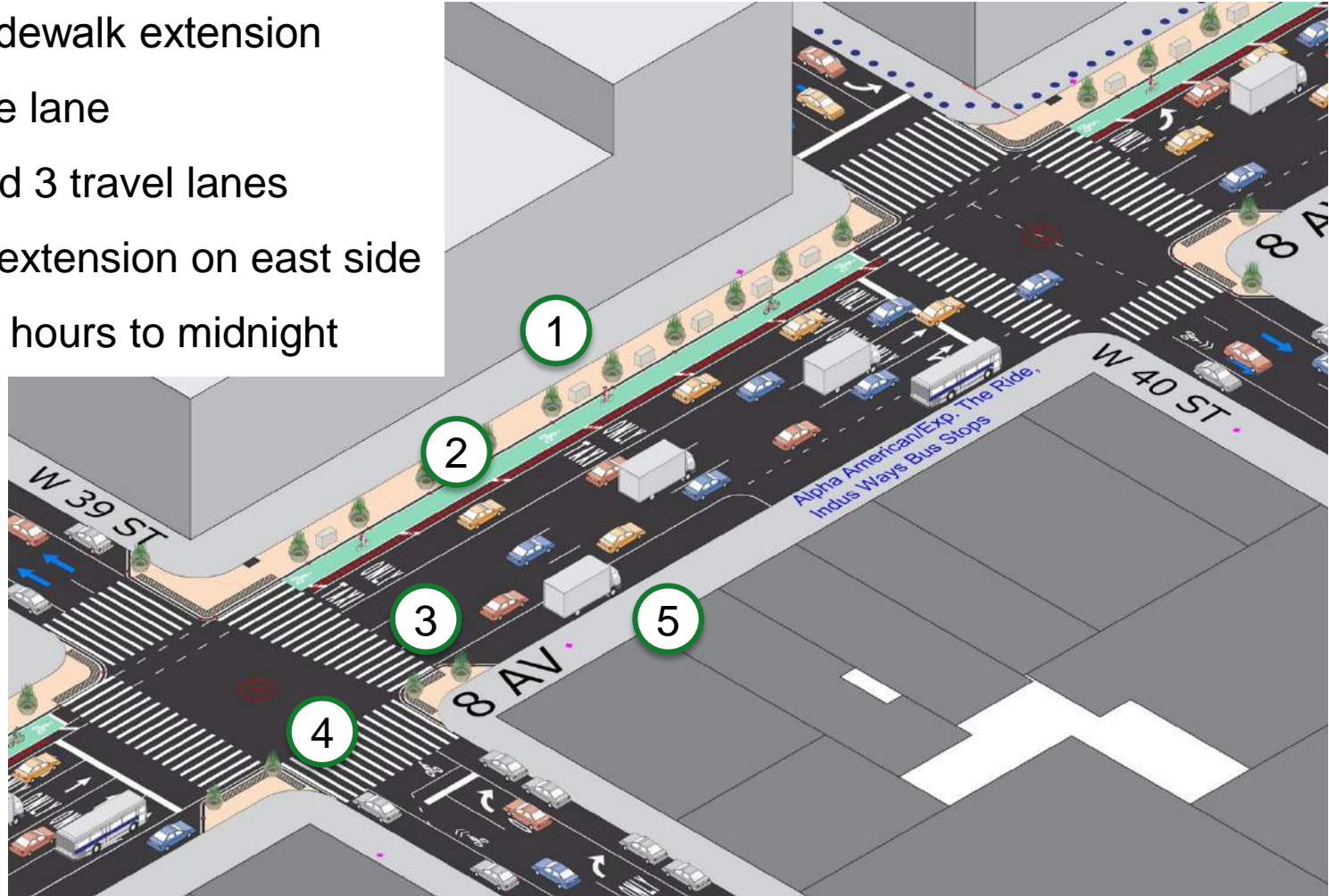
43rd

44th

45th



- 1 10' painted sidewalk extension
- 2 Protected bike lane
- 3 1 taxi lane and 3 travel lanes
- 4 Painted curb extension on east side
- 5 Extend meter hours to midnight



# 8<sup>TH</sup> AVE – 40<sup>TH</sup> ST TO 41<sup>ST</sup> ST

8TH AVENUE

38th

39th

40th

41st

42nd

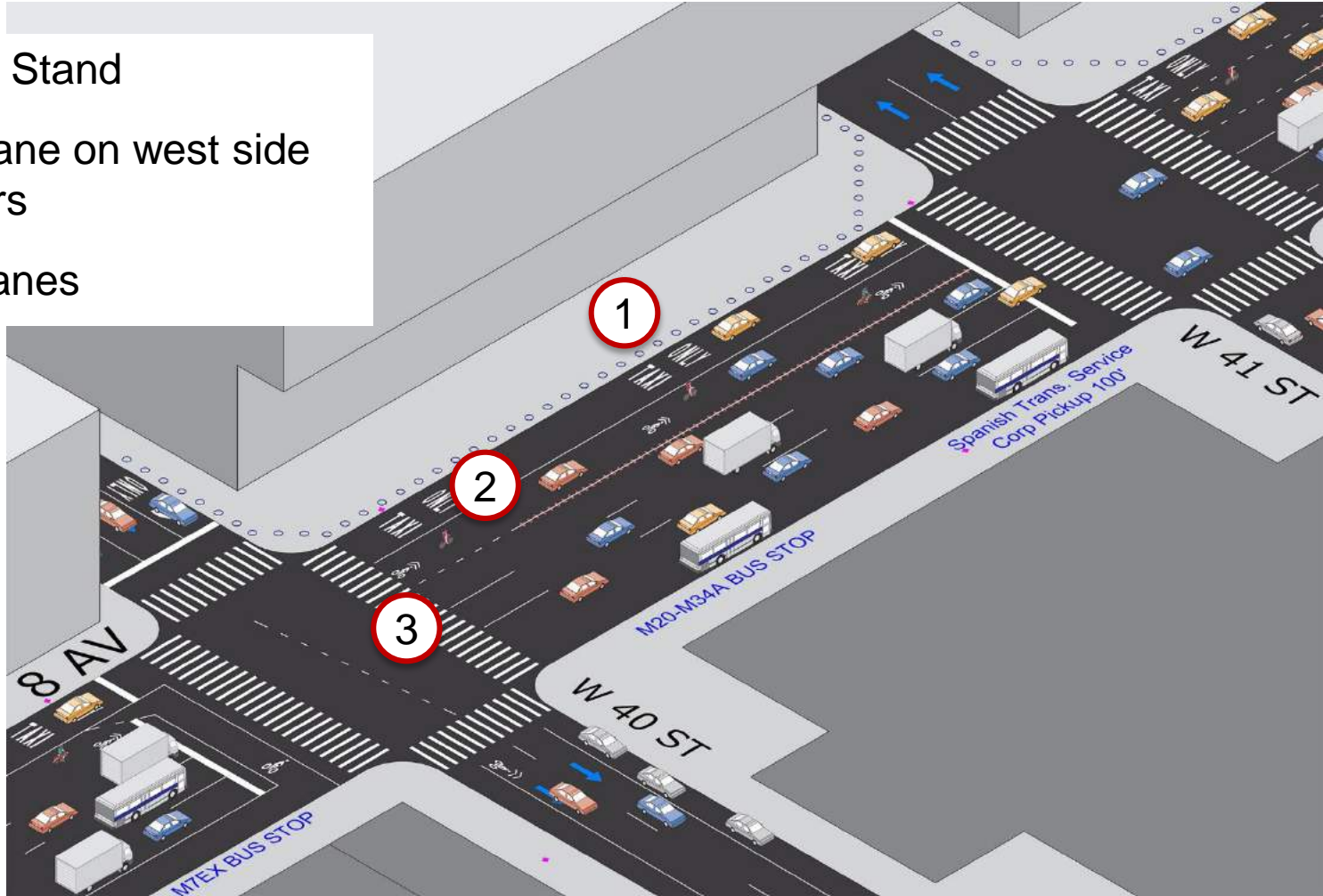
43rd

44th

45th

Existing

- ① Curbside Taxi Stand
- ② Shared bike lane on west side of lane dividers
- ③ 4 thru travel lanes



# 8<sup>TH</sup> AVE – 40<sup>TH</sup> ST TO 41<sup>ST</sup> ST

## 8TH AVENUE

Proposed

38th

39th

40th

41st

42nd

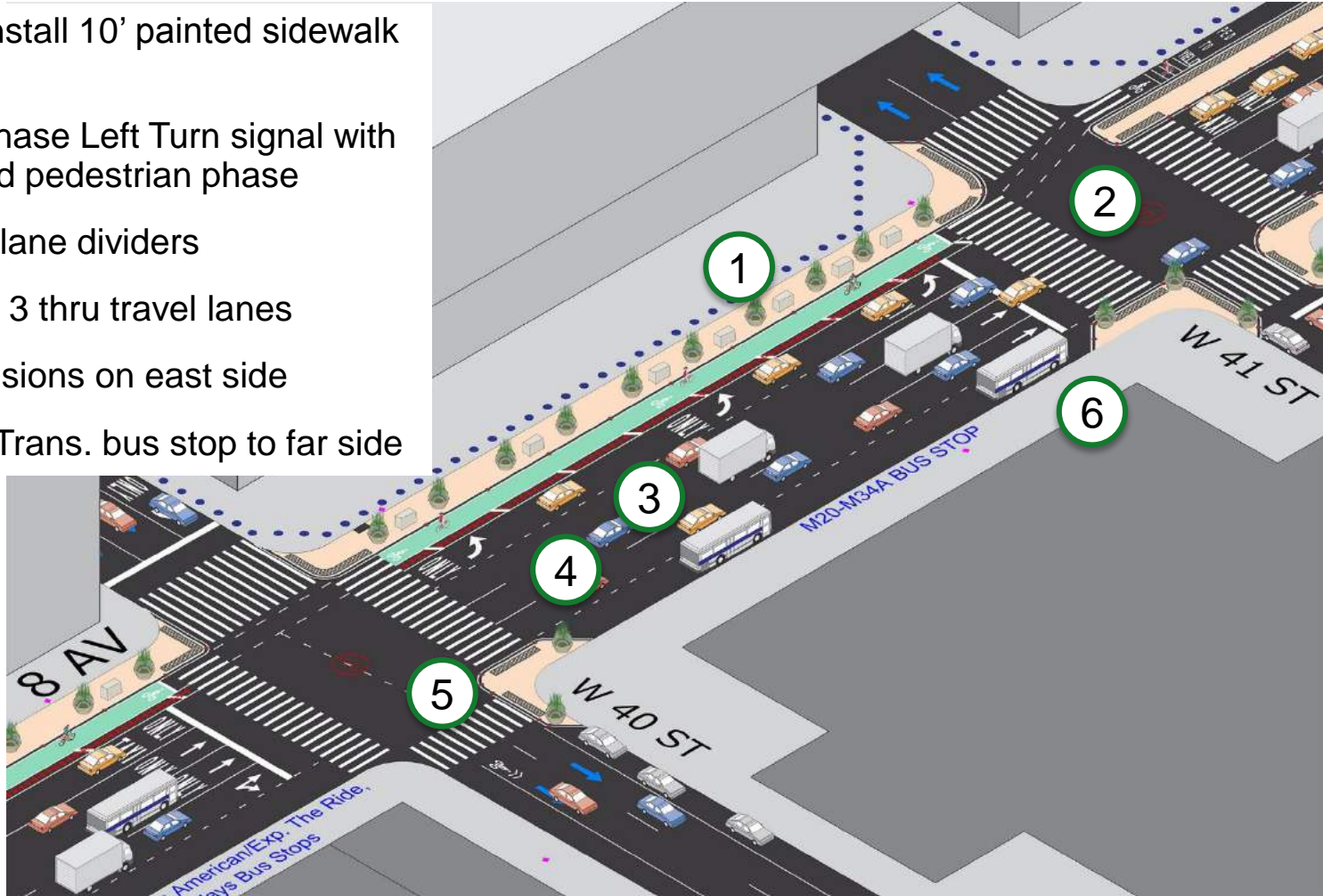
43rd

44th

45th



- 1 Close taxi stand, install 10' painted sidewalk extension
- 2 Convert to Split Phase Left Turn signal with dedicated bike and pedestrian phase
- 3 Remove vehicular lane dividers
- 4 1 left turn lane and 3 thru travel lanes
- 5 Painted curb extensions on east side
- 6 Relocate Spanish Trans. bus stop to far side



# 8<sup>TH</sup> AVE – 41<sup>ST</sup> ST TO 42<sup>ND</sup> ST

## 8TH AVENUE

Existing

38th

39th

40th

41st



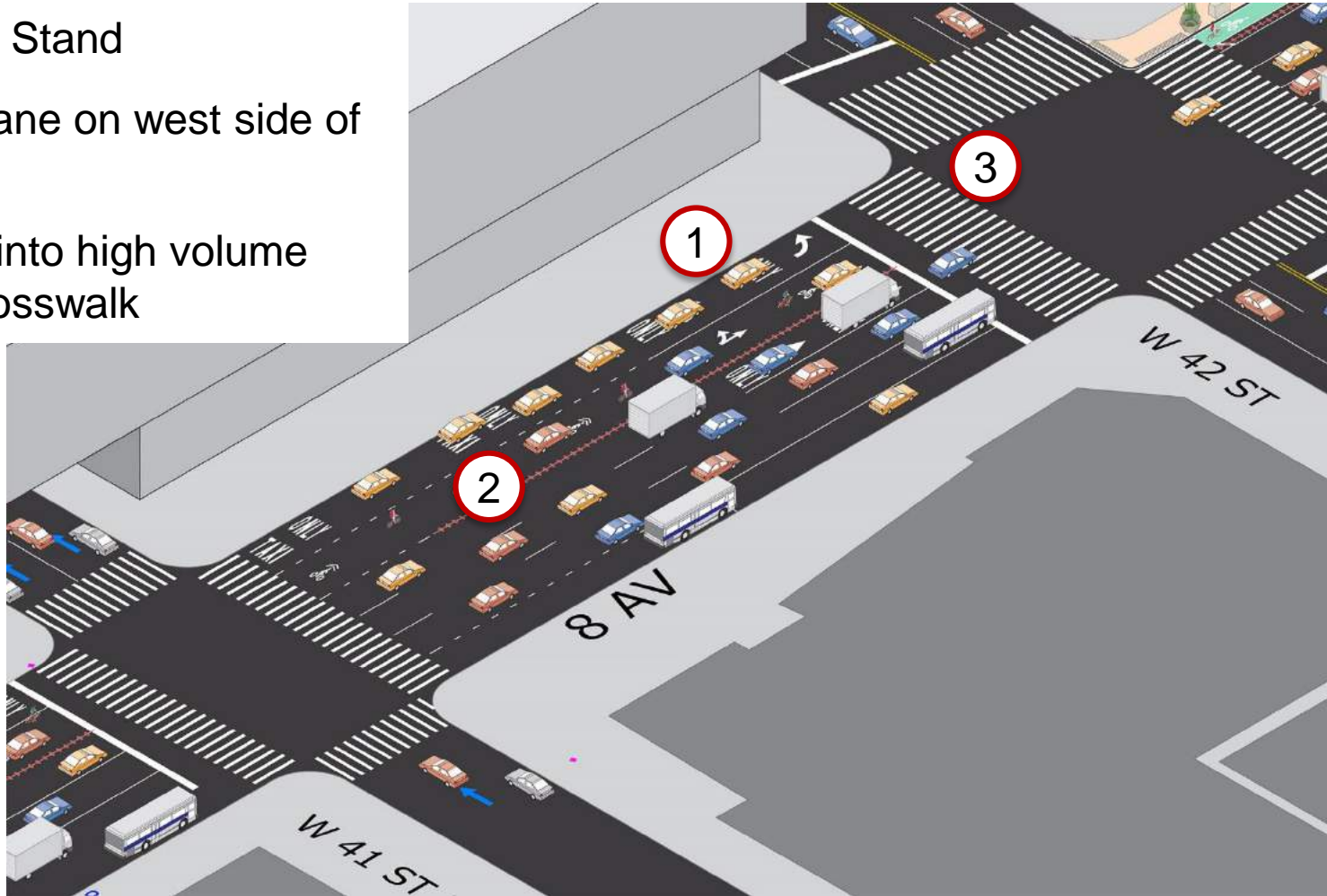
42nd

43rd

44th

45th

- ① Curbside Taxi Stand
- ② Shared bike lane on west side of lane dividers
- ③ Dual left turn into high volume pedestrian crosswalk



# 8<sup>TH</sup> AVE – 41<sup>ST</sup> ST TO 42<sup>ND</sup> ST

## 8TH AVENUE

Proposed

38th

39th

40th

41st

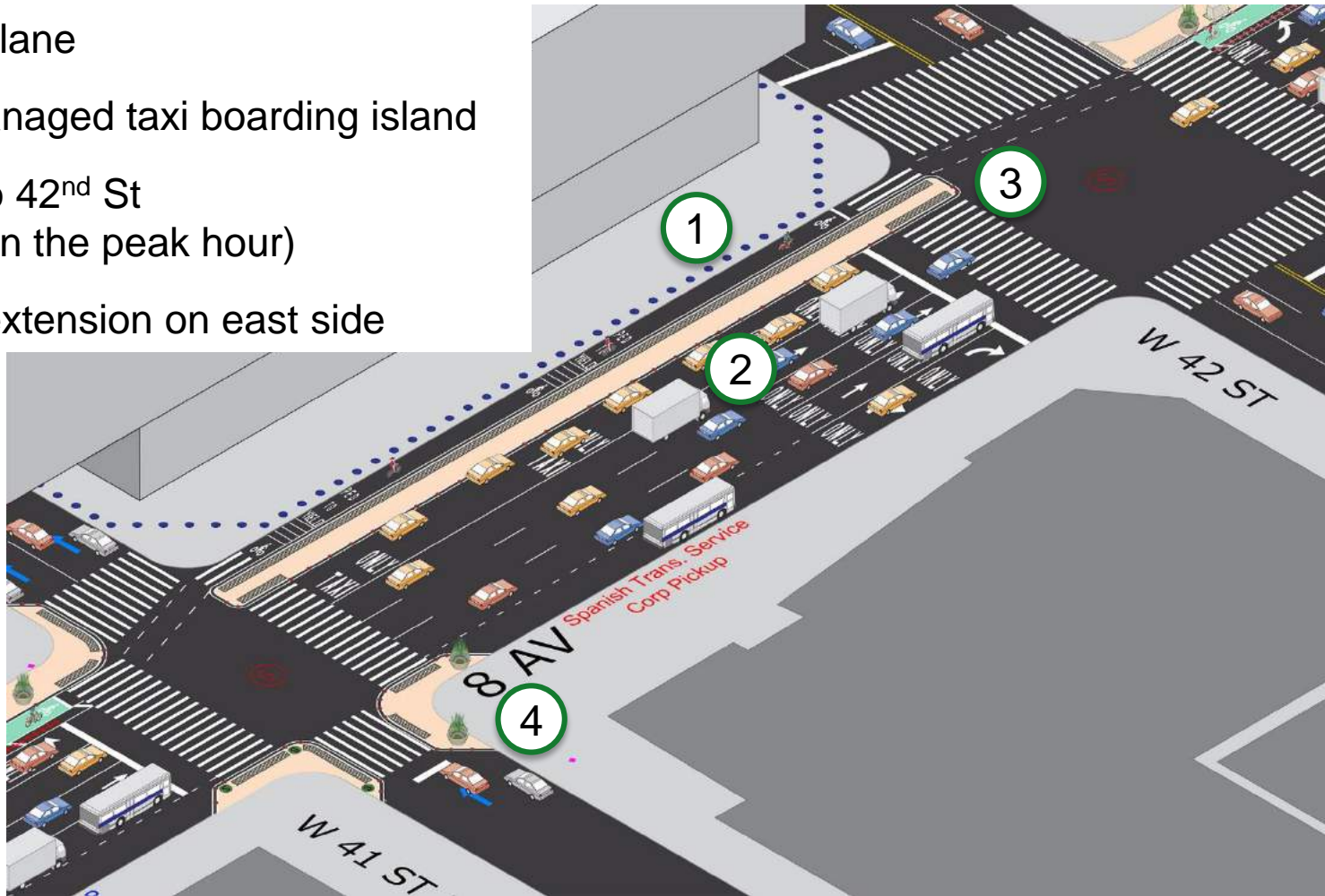
42nd

43rd

44th

45th

- 1 Curbside bike lane
- 2 Dispatcher managed taxi boarding island
- 3 Ban left turn to 42<sup>nd</sup> St  
(125 vehicles in the peak hour)
- 4 Painted curb extension on east side



# 8<sup>TH</sup> AVE – 42<sup>ND</sup> ST TO 43<sup>RD</sup> ST

## 8TH AVENUE

Existing

38th

39th

40th

41st

42nd

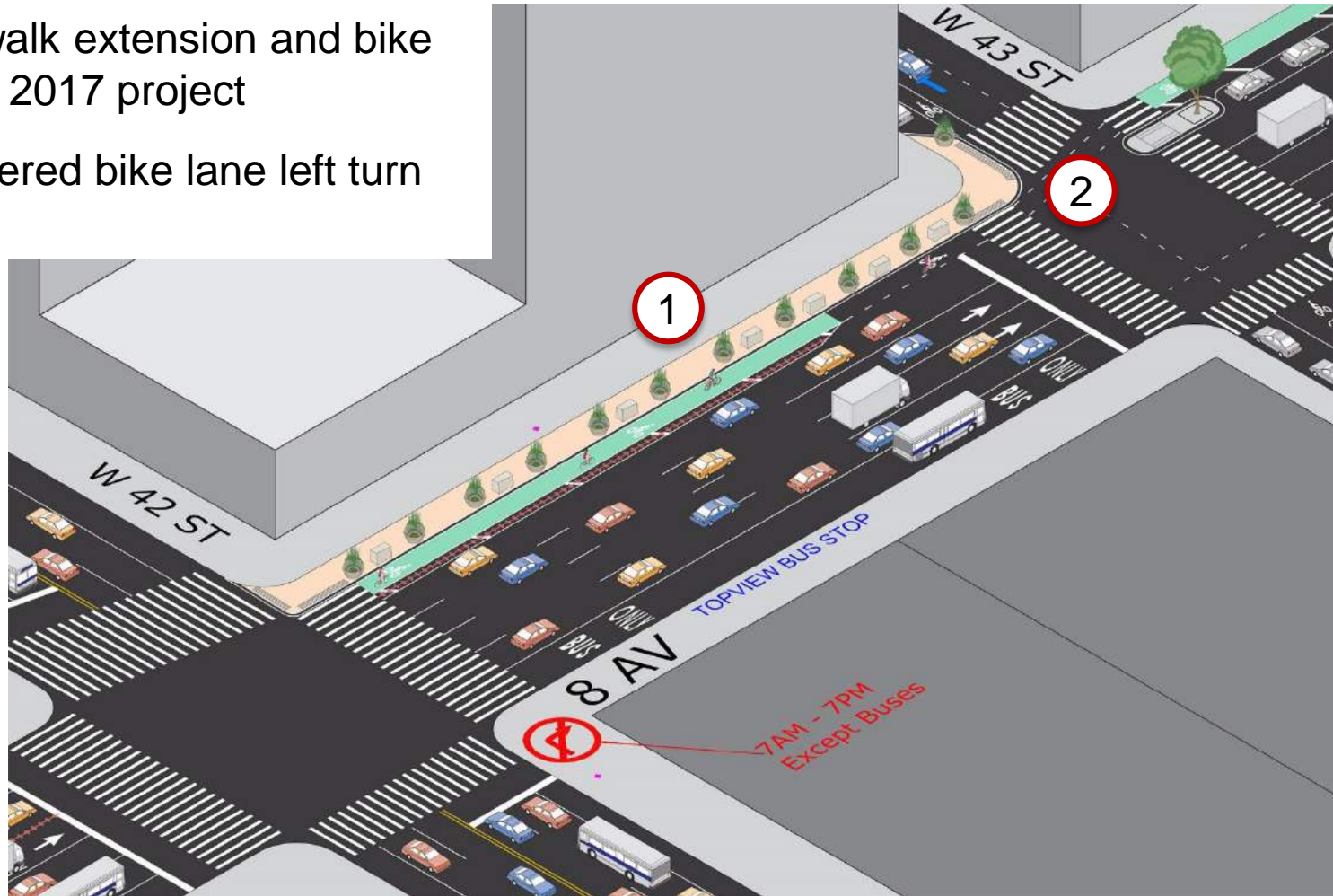


43rd

44th

45th

- 1 Painted sidewalk extension and bike lane added in 2017 project
- 2 Standard buffered bike lane left turn treatment



# 8<sup>TH</sup> AVE – 42<sup>ND</sup> ST TO 43<sup>RD</sup> ST

8TH AVENUE

38th

39th

40th

41st

42nd



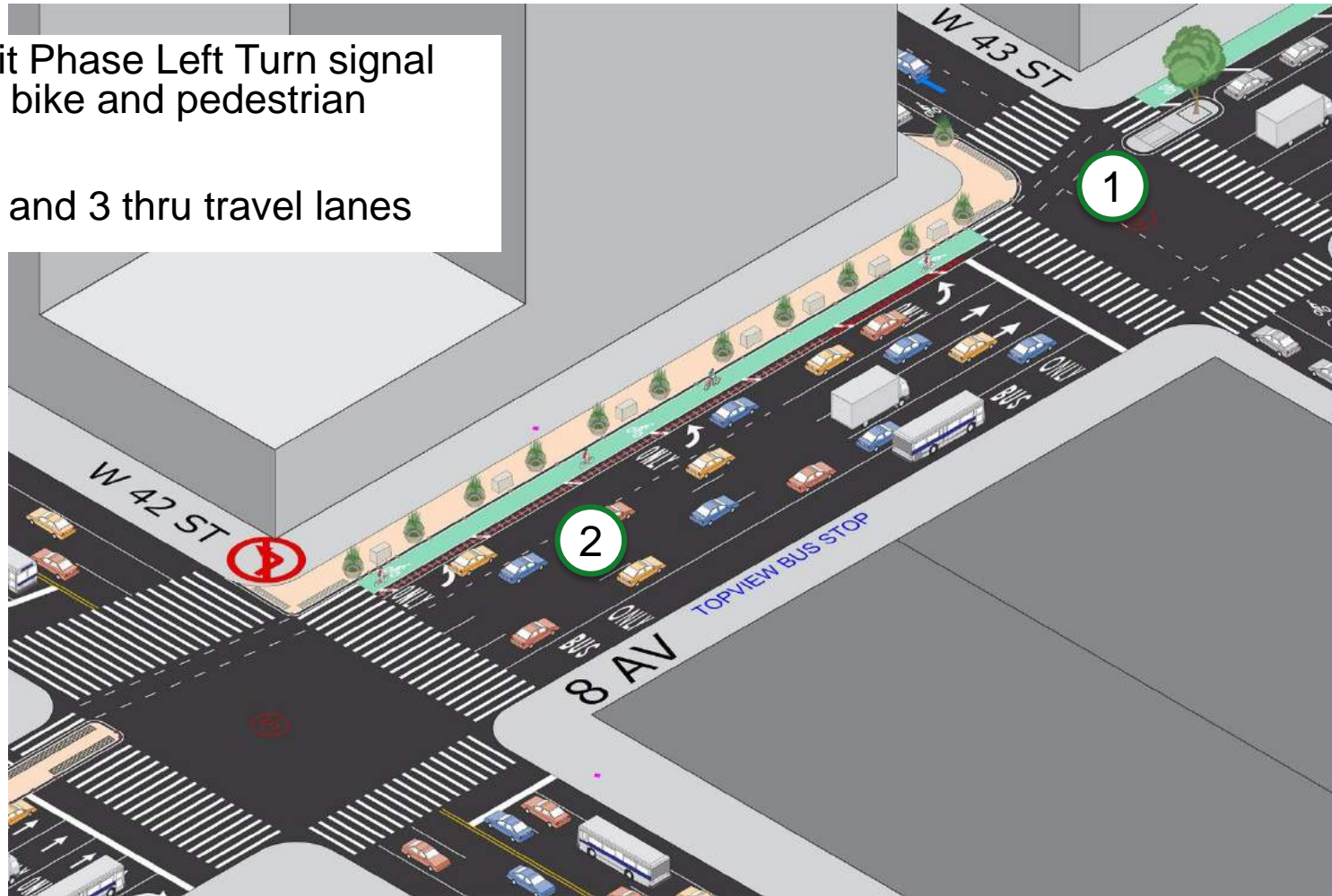
43rd

44th

45th

Proposed

- 1 Convert to Split Phase Left Turn signal with dedicated bike and pedestrian phase
- 2 1 left turn lane and 3 thru travel lanes



# 8<sup>TH</sup> AVE – 45<sup>TH</sup> ST

8TH AVENUE

38th

39th

40th

41st

42nd

43rd

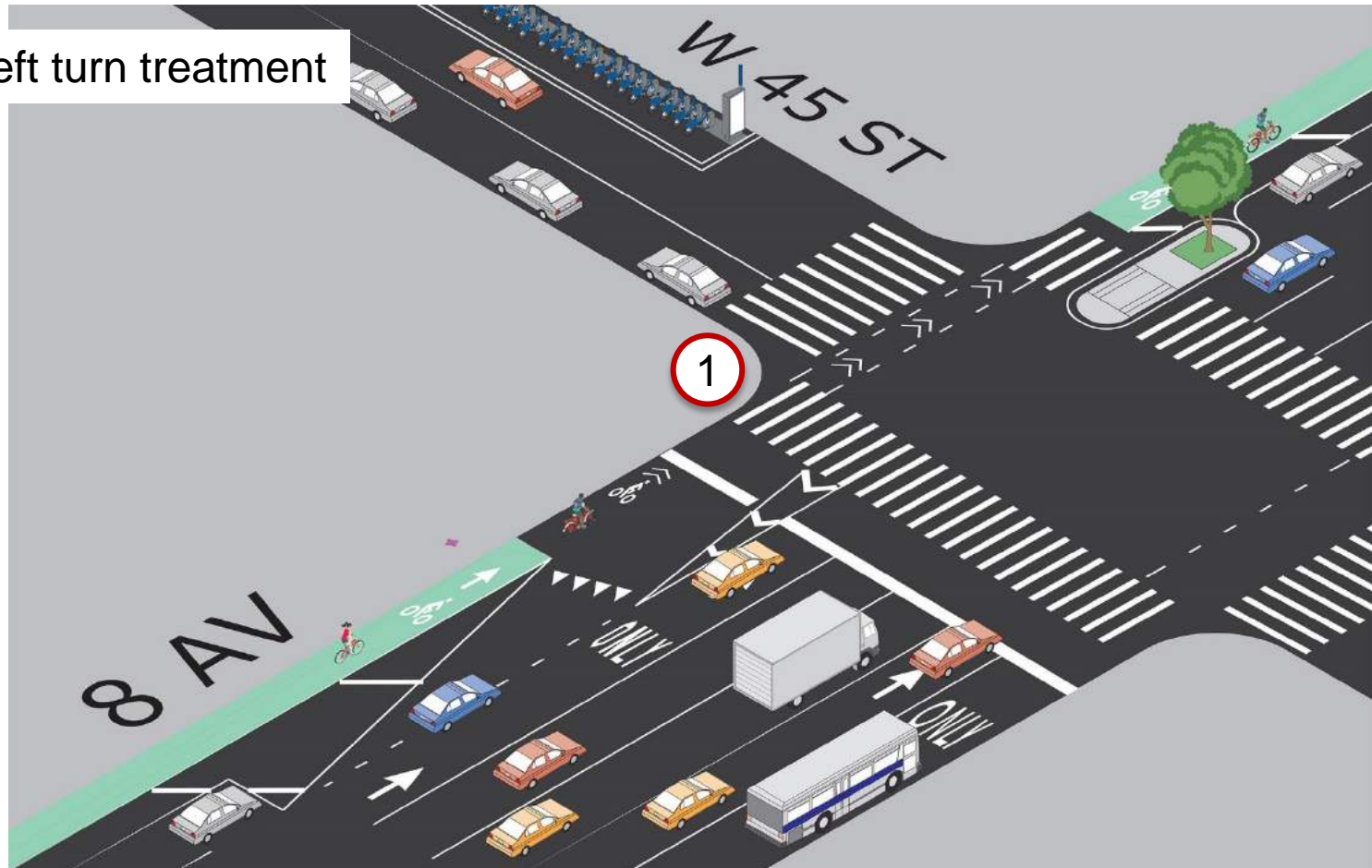
44th

45th



Existing

① Mixing zone left turn treatment



# 8<sup>TH</sup> AVE – 45<sup>TH</sup> ST

8TH AVENUE

38th

39th

40th

41st

42nd

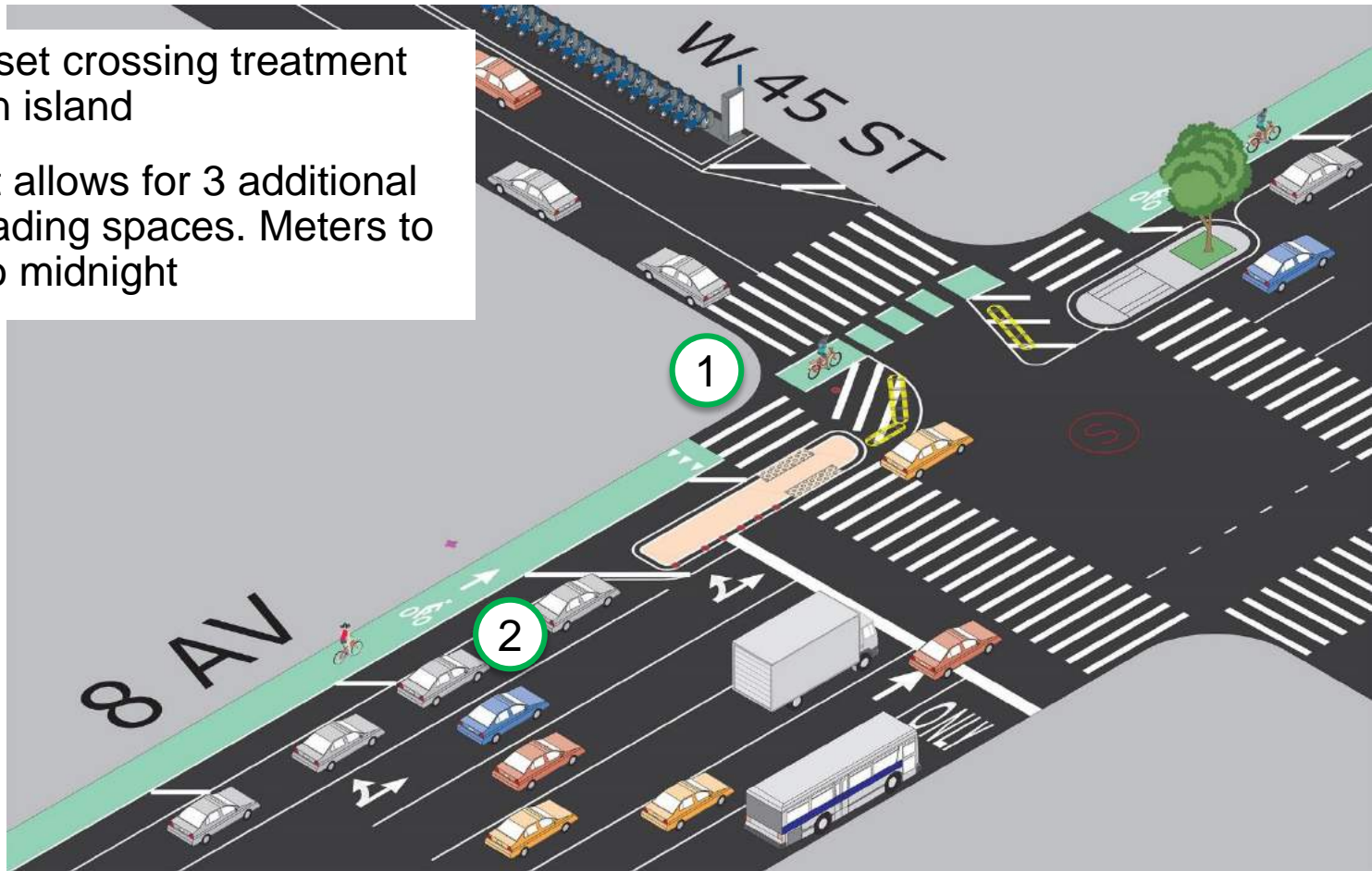
43rd

44th

45th

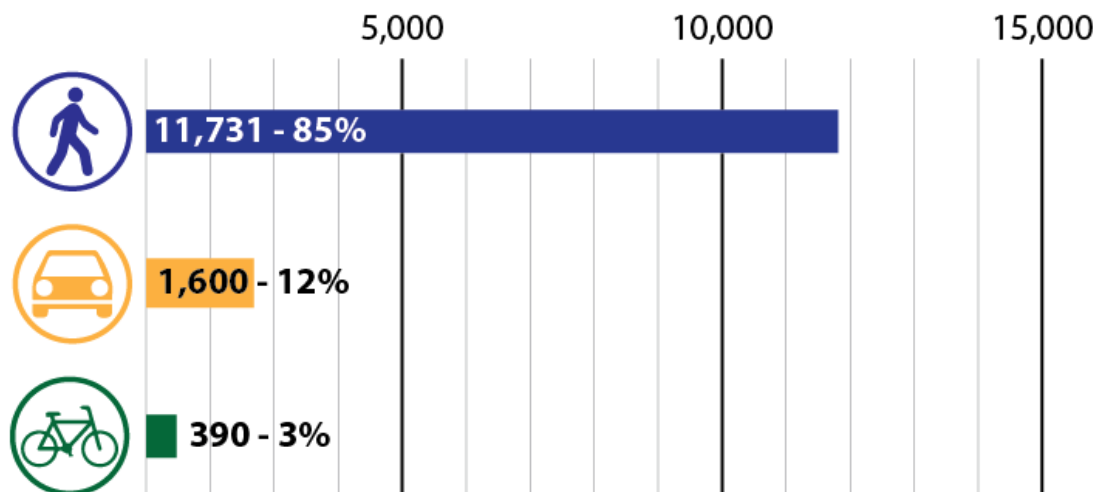
Proposed

- 1 Convert to off-set crossing treatment with pedestrian island
- 2 New treatment allows for 3 additional commercial loading spaces. Meters to be extended to midnight

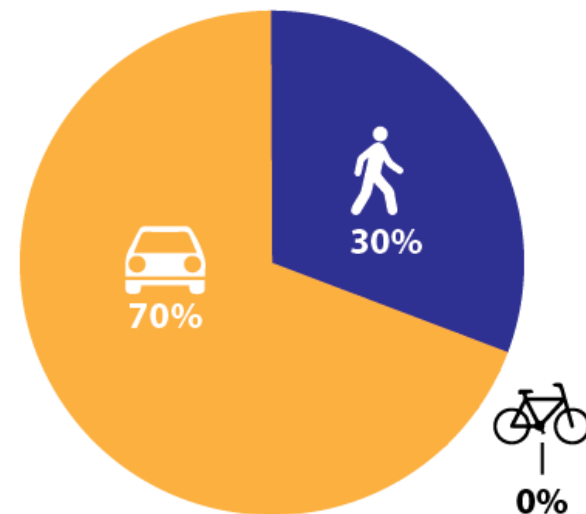


# VOLUME AND SPACE COMPARISON

8th Avenue Modeshare (PM Peak Hour)

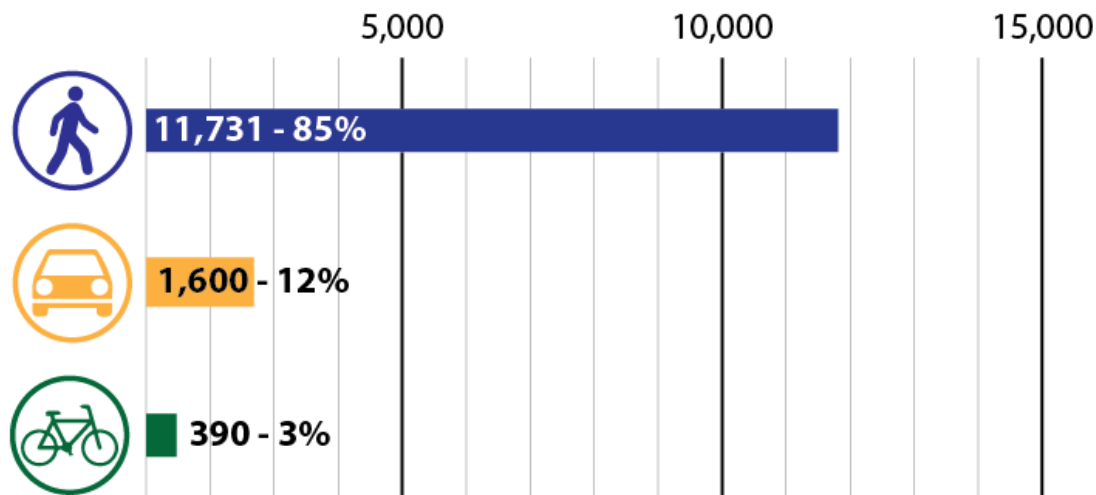


Existing 8th Avenue Roadshare

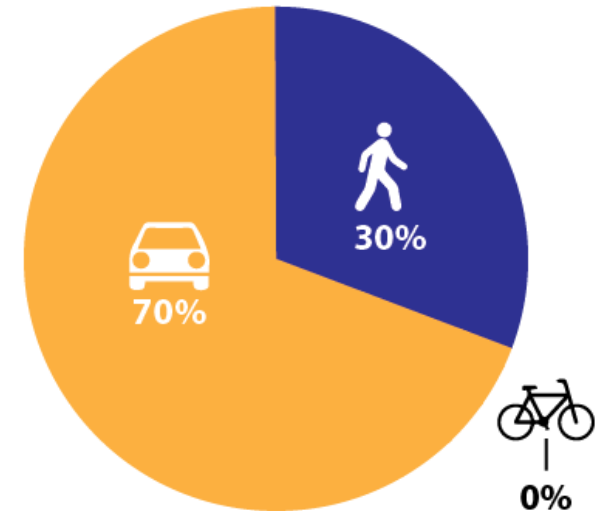


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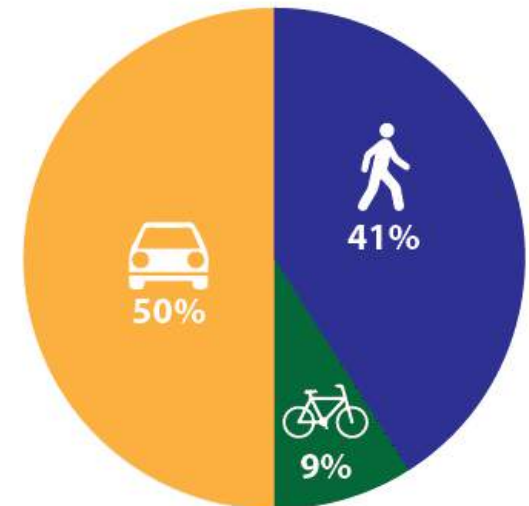
8th Avenue Modeshare (PM Peak Hour)



Existing 8th Avenue Roadshare



Proposed 8th Avenue Roadshare



- Increased sidewalk space
- Dedicated bicycle lane
- Separated vehicular turning movements

# PROJECT SUMMARY

- Add 10' painted sidewalk extension
- Continue protected bike lane from 39<sup>th</sup> St to 42<sup>nd</sup> St
- Add split phase left turns at 39<sup>th</sup> St, 41<sup>st</sup> St, and 43<sup>rd</sup> St
- Ban left turn at 42<sup>nd</sup> St
- Consolidate M20 bus stop at 39<sup>th</sup> St to 41<sup>st</sup> St
- Add 6 painted curb extensions on the west side of 8<sup>th</sup> Ave
- Taxi boarding island at Bus Terminal
- Offset crossing for bicycles at 45<sup>th</sup> St



# THANK YOU!



NYC DOT



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