8TH AVENUE – 38TH ST TO 45TH ST

Presentation to Manhattan Community Board 4
Transportation Planning Committee
June 19th, 2019
Project Area:
8th Avenue – 38th St to 45th 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 8th Ave and 42nd St
• Requests for continuation of the 8th Ave protected bike lane
PROJECT AREA AND BACKGROUND

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8th Avenue – 38th St to 45th St
Injury Summary, 2013-2017 (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>91</td>
<td>15</td>
<td>1</td>
<td>16</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>30</td>
<td>5</td>
<td>0</td>
<td>5</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>99</td>
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<tr>
<td>Total</td>
<td>220</td>
<td>25</td>
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Pedestrian fatality in 2016 at 38th St
Cyclist fatality in 2019 at 45th St

Fatalities – 2012 to 2019: 2

Vision Zero Map

- Vision Zero Priority Corridor
- Within a VZ Priority Area
- Vision Zero Priority Intersections at 40th St and 42nd St
Existing Conditions
• 15’ sidewalks
• 4 general travel lanes
• Parking-protected bike lane from 38th to 39th
• Shared bike lane from 39th to 42nd
• 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 39th St to 42nd St

8th Avenue Modeshare (PM Peak Hour)

- Pedestrians: 11,731 - 85%
- Cars: 1,600 - 12%
- Bicycles: 390 - 3%

Existing 8th Avenue Roadshare

- Vehicles: 70%
- Pedestrians: 30%
- Bicycles: 0%
INSUFFICIENT SIDEWALK SPACE
Project Proposal
• 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 8th Avenue between 38th St and 45th St as part of Entertainment District regulation update
Similar to treatment implemented in 2017 on 8th Avenue between 42nd St and 43rd St
Existing

1. Mixing zone for bicyclists and turning vehicles
2. 4 commercial loading spaces
3. 4 thru travel lanes
8th Avenue – 38th St to 39th St

**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
**8TH AVE – 39TH ST TO 40TH ST**

**8TH AVENUE**

Existing

1. Curbside Taxi Lane
2. Shared bike lane
3. 4 thru travel lanes
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
### 8TH AVENUE

#### Existing

1. Curbside Taxi Stand
2. Shared bike lane on west side of lane dividers
3. 4 thru travel lanes
### 8TH AVE – 40TH ST TO 41ST ST

#### 8TH AVENUE

<table>
<thead>
<tr>
<th>Proposed</th>
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<tbody>
<tr>
<td>38th</td>
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<tr>
<td>39th</td>
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<tr>
<td>40th</td>
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<td>41st</td>
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<td>42nd</td>
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<td>43rd</td>
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<td>44th</td>
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<td>45th</td>
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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
### 8TH AVENUE

**Existing**

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

1. Curbside bike lane
2. Dispatcher managed taxi boarding island
3. Ban left turn to 42nd St
   (125 vehicles in the peak hour)
4. Painted curb extension on east side
### 8TH AVENUE

<table>
<thead>
<tr>
<th>Existing</th>
<th>38th</th>
<th>39th</th>
<th>40th</th>
<th>41st</th>
<th>42nd</th>
<th>43rd</th>
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1. Painted sidewalk extension and bike lane added in 2017 project
2. Standard buffered bike lane left turn treatment

7AM - 7PM
Except Buses
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
8TH AVE – 45TH ST

8TH AVENUE

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<td>1</td>
<td>Mixing zone left turn treatment</td>
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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
8th Avenue Modeshare (PM Peak Hour)

- Pedestrian Counts at 44th St: 11,731 - 85%
- Bike Counts at 50th St: 1,600 - 12%
- Vehicular Counts at 42nd St: 390 - 3%

Existing 8th Avenue Roadshare

- Pedestrian: 30%
- Car: 70%
- Bike: 0%
VOLUME AND SPACE COMPARISON

8th Avenue Modeshare (PM Peak Hour)

- Pedestrian Counts at 44th St
- Bike Counts at 50th St
- Vehicular Counts at 42nd St

<table>
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Existing 8th Avenue Roadshare
- 70% Cars
- 30% Pedestrians
- 0% Bicycles

Proposed 8th Avenue Roadshare
- 50% Cars
- 41% Pedestrians
- 9% Bicycles

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

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