New York City
Street Design Manual

For whom is the Manual intended?

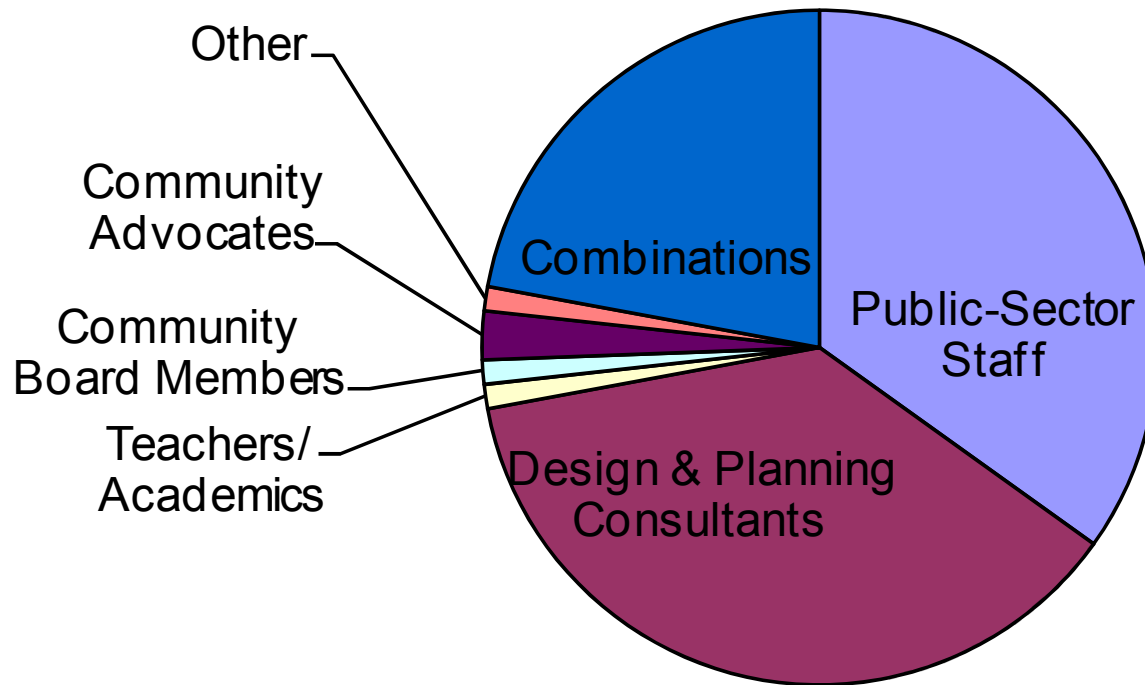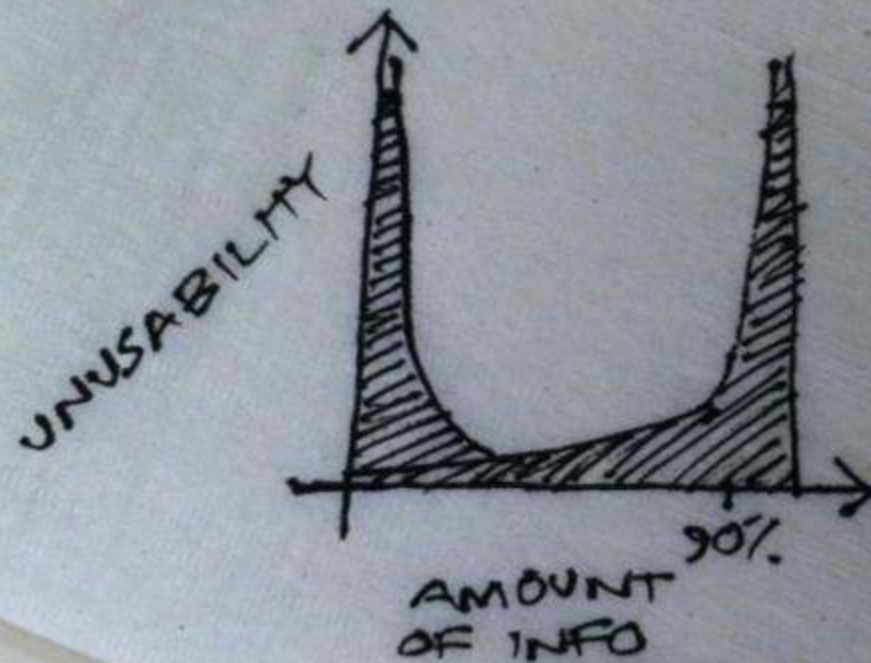|		
Government Agencies	Planning, Engineering, and Design **Consultants**	Private **Developers**
Utilities and **Contractors**	Community and Neighborhood **Groups**	**Elected Officials**

Who's using the Manual?

Purpose of the Manual

- Gateway to resources
- Policy direction

Content

What should we include/exclude?!

Content

Answer 90% of people's questions

Style

Curb Extension

USAGE: WIDE

An expansion of the curb line into the lane of the roadway adjacent to the curb (typically a parking lane) for a portion of a block either at a corner or mid-block.

Also known as neckdowns, curb extensions can enhance pedestrian safety by reducing crossing distances, can relieve sidewalk crowding, and can provide space for functional elements such as seating, plantings, and furniture. In addition, two curb extensions can be located on either side of a street to create a MID-BLOCK NARROWING (2.2.3) or at an intersection to create a GATEWAY (2.3.2).

Curb Extension, Fifth Avenue, Brooklyn

Benefits

Calms traffic physically and visually narrowing the roadway

At a corner, slows turning vehicles and emphasizes the right of way of crossing pedestrians

Shortens crossing distance, reducing pedestrian exposure and minimum required signal time for crossing

Improves the ability of crossing pedestrians and drivers to see each other

Makes the crosswalk more apparent to drivers, encouraging them to stop in advance of the crosswalk and reducing illegal parking within crosswalk

Reinforces lane discipline through intersection, preventing vehicle passing maneuvers in parking lane

Provides additional pedestrian space and reduces crowding, particularly for queuing at crossings and bus stops or when located at a subway entrance or other protrusion

Creates space that may be used to locate street furniture, bike parking, bus stop, public seating, street vendors, etc., potentially reducing sidewalk clutter

Keeps fire hydrant zone clear when located in front of a hydrant

Defines the ends of angle parking

Can discourage truck turns onto streets with No Truck regulations (See RCNY Title 34, Chapter 4, Section 4-13)

Considerations

May impact street drainage or require catch basin relocation

May impact underground utilities

May require loss of curbside parking

May complicate delivery access and garbage removal

May impact snow plows and street sweepers

Curb Extension, Seventh Avenue, Manhattan

95

Style

A curb extension "blockbuster" with Greenstreet Amsterdam Avenue, Manhattan

Lay-bys for curbside loading between curb extensions Greenwich Street, Manhattan

Application

Only applicable within a curbside parking lane

Corners with marked pedestrian crosswalks in retail districts, directly adjacent to schools, at intersections with demonstrated pedestrian safety issues, on wide streets, or in areas of high foot traffic

At school crosswalks

At mid-block crossings (see MID-BLOCK NARROWING 2.2.24)

Intersections where a two-way road transitions to oncoming one-way operation so as to block wrong-way traffic from proceeding straight onto the one-way portion (a "blockbuster")

Next to subway entrances or other sidewalk pinch points so as to increase pedestrian walking or queuing space

In front of fire hydrants so as to keep clear of parked vehicles

Consider at all corners and pedestrian crossings

Consider elongated curb extensions for some or most of a block (i.e., a widened sidewalk with lay-by areas) in areas where a full sidewalk widening would be desirable but some loading, drop-off, or parking access must be maintained

Cannot be used where curbside travel (including bus, bicycle, or general traffic) lane exists, such as those created through peak-period parking restrictions

Feasibility of curb extensions is evaluated based on engineer review of design vehicle turning movements and vehicle turning volumes

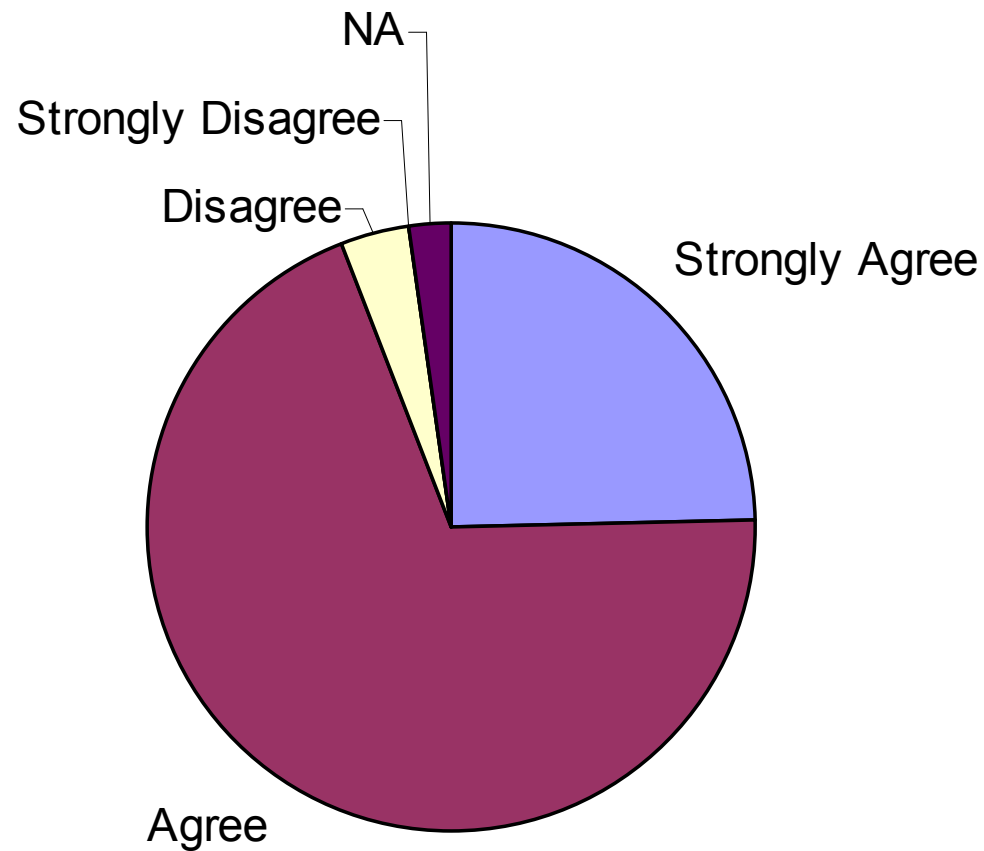Survey
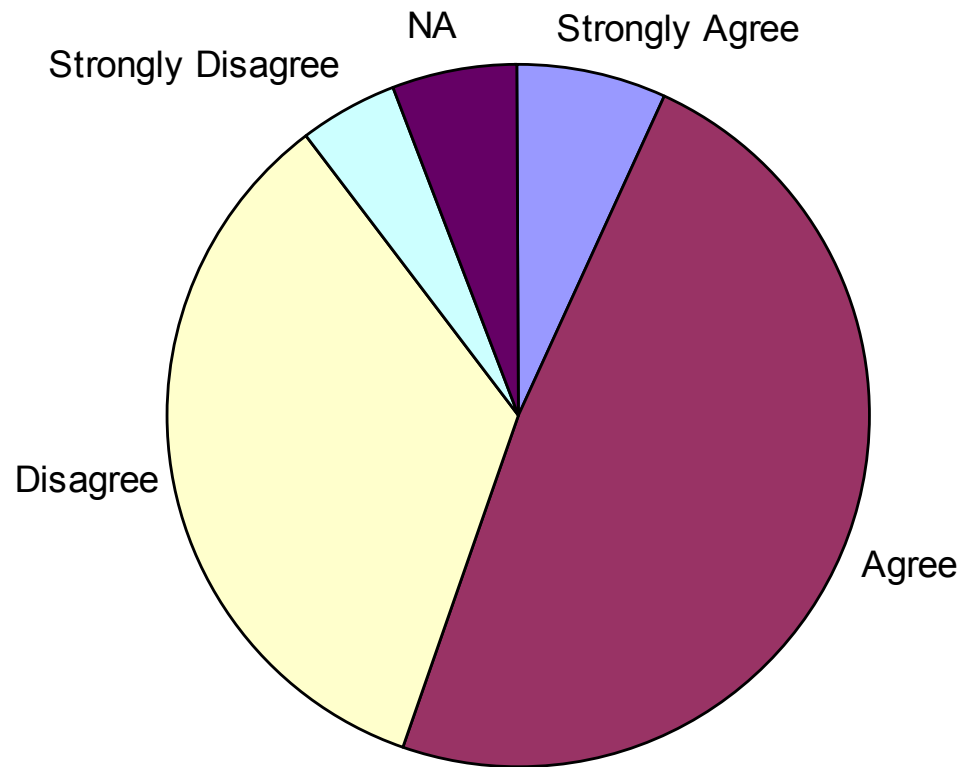"It's easy to find the information I need in the Manual."

NA
Strongly Disagree
Disagree
Strongly Agree
Agree
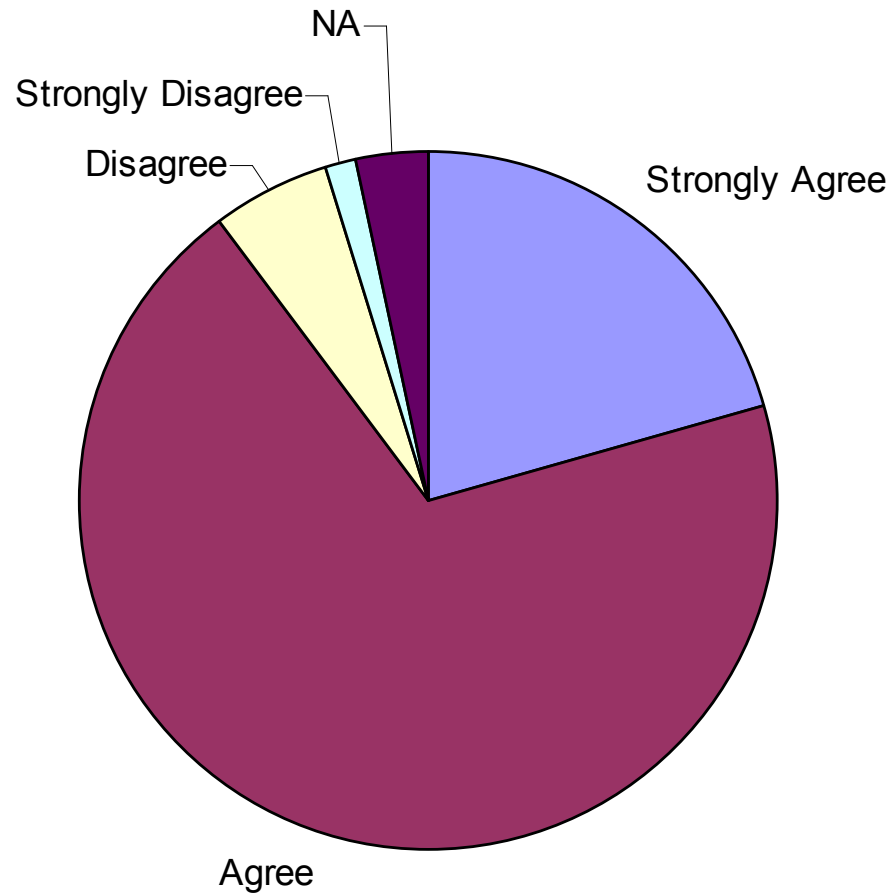
Survey

"The Street Design Manual is easy to understand."

Survey
"The Street Design Manual includes all the information I need."

Second Edition

Bike Lanes & Paths

USAGE: WIDE

A dedicated on-street lane or path for bicycles (see Glossary).

Bikeways are typically designed as BIKE LANES within the roadway delineated with markings (2.1.2a) or as BIKE PATHS physically separated from traffic for most of their length

Benefits

Provides dedicated space for bicyclists, enhancing safety, comfort, and mobility

Cumulative with other bikeways, provides a comprehensive network of recommended routes for bicyclists, thereby encouraging bicycling

Application

Streets not on the Master Plan when identified by NYC DOT as priority routes

Consider on streets with high current or anticipated bicycle volumes

Design

See Table 1 (following 2.1.2b) for a listing of typical bikeway designs and their respective spatial requirements, ideal applications, and advantages and disadvantages

Create connectivity with adjoining bikeways, bike parking, and bicycle destinations

Sustainability Opportunities

Utilize permeable paving and/or paving with a high SRI value within BIKE LANE or BIKE PATH

Utilize recycled content in paving materials

Buffered Bike Lane: 9th Street, Brooklyn

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One way parking: separated bike path on a crosstown street: Grand Street, Manhattan

Buffered Bike Lane: 9th Street, Brooklyn

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Bike Lanes & Paths: Bike Lane

USAGE: WIDE

A portion of a roadway that has been designated by striping, signs, and pavement markings for the preferential or exclusive use of bicyclists.

Physical separation of bike lanes is desirable, but is not always possible due to physical or operational constraints.

Green-buffered Bike Lane: Broadway, Manhattan

Bike Lane: 164th Street, Queens

Benefits

See benefits of BIKE LANES & PATHS (2.1.2)

Addition of on-roadway bike lanes can also calm traffic speeds when used to narrow or replace travel lanes

Considerations

Without physical separation, vehicles can block bike lanes, making enforcement of violations more critical

Application

See application guidance for BIKE LANES & PATHS

Consideration should be given to use of BIKE PATH (2.1.2b) rather than, or in addition to, BIKE LANE whenever possible
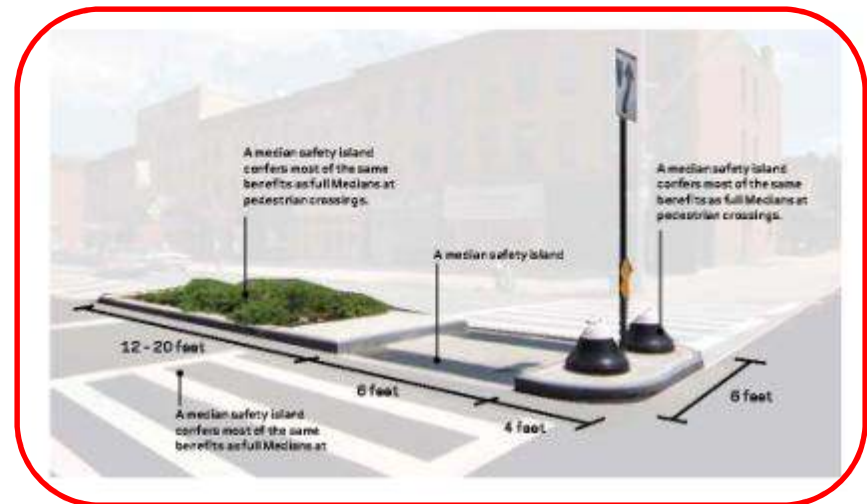
Design

See design guidance for BIKE LANES & PATHS

BIKE LANES should be buffered when possible, typically with 3 feet of channelization

At intersections with complex traffic patterns — or when bike lanes located immediately adjacent to the curb — bike lanes can be given visual emphasis through the use of green-colored pavement

Sustainability Opportunities

See sustainability opportunities for BIKE LANES & PATHS

A median safety island confers most of the same benefits as full Medians at pedestrian crossings.

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A median safety island

12 - 20 feet

6 feet

6 feet

A median safety island confers most of the same benefits as full Medians at

4 feet

Policy/Process/Standards

- Currently no legislative/regulatory actions
- Manual is a common playbook
  + OMB: CAS-HW2 cut review from 90–180 days → 30
  + Public Design Commission
- Transformed scoping process

Impact on Project Designs

- Progress: Various treatments being rolled out
- Challenge: Pilot treatments require the right circumstances
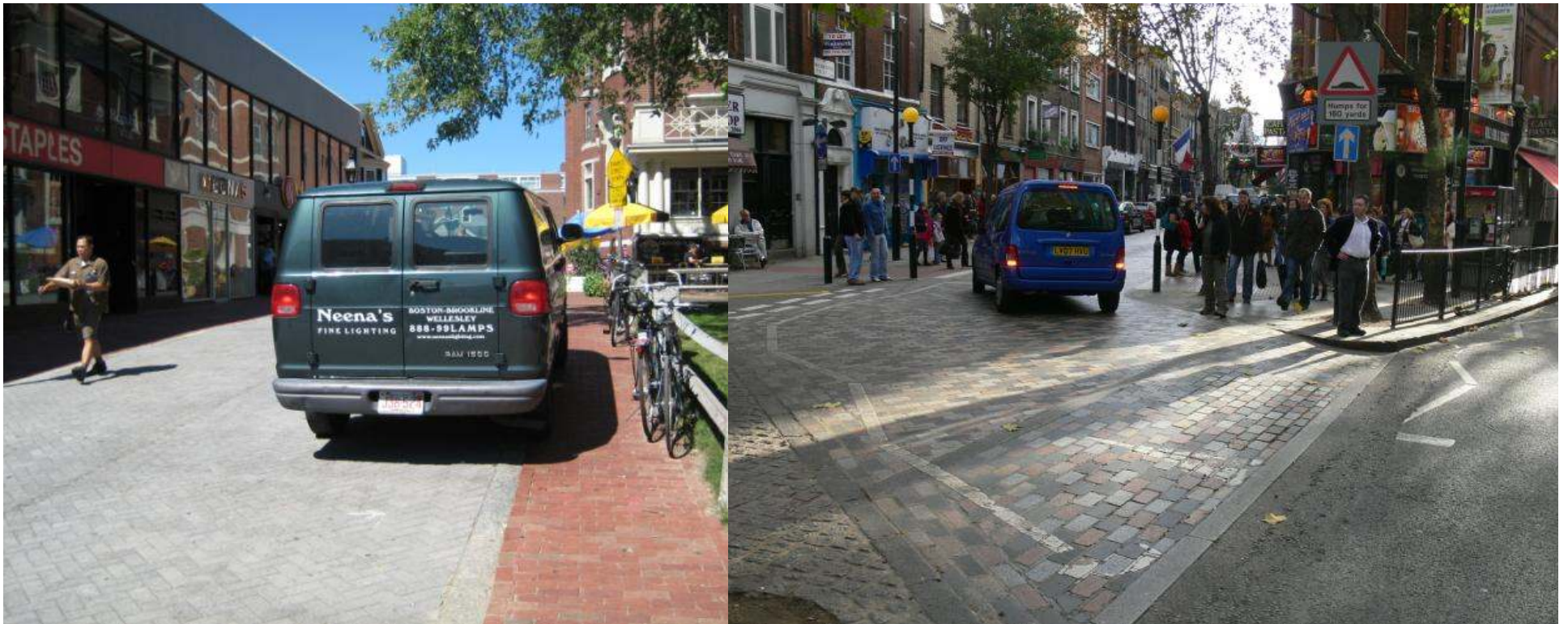
Conclusion

It's not enough to have a book.

You have to use it!

NEW YORK CITY
DOT