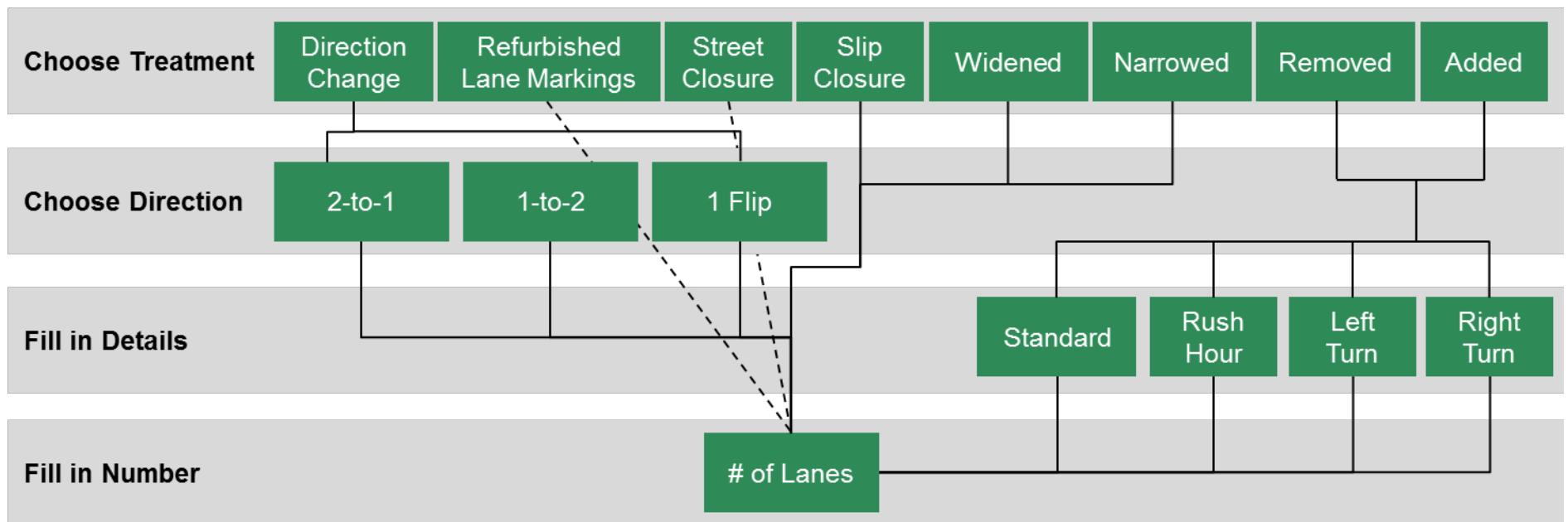


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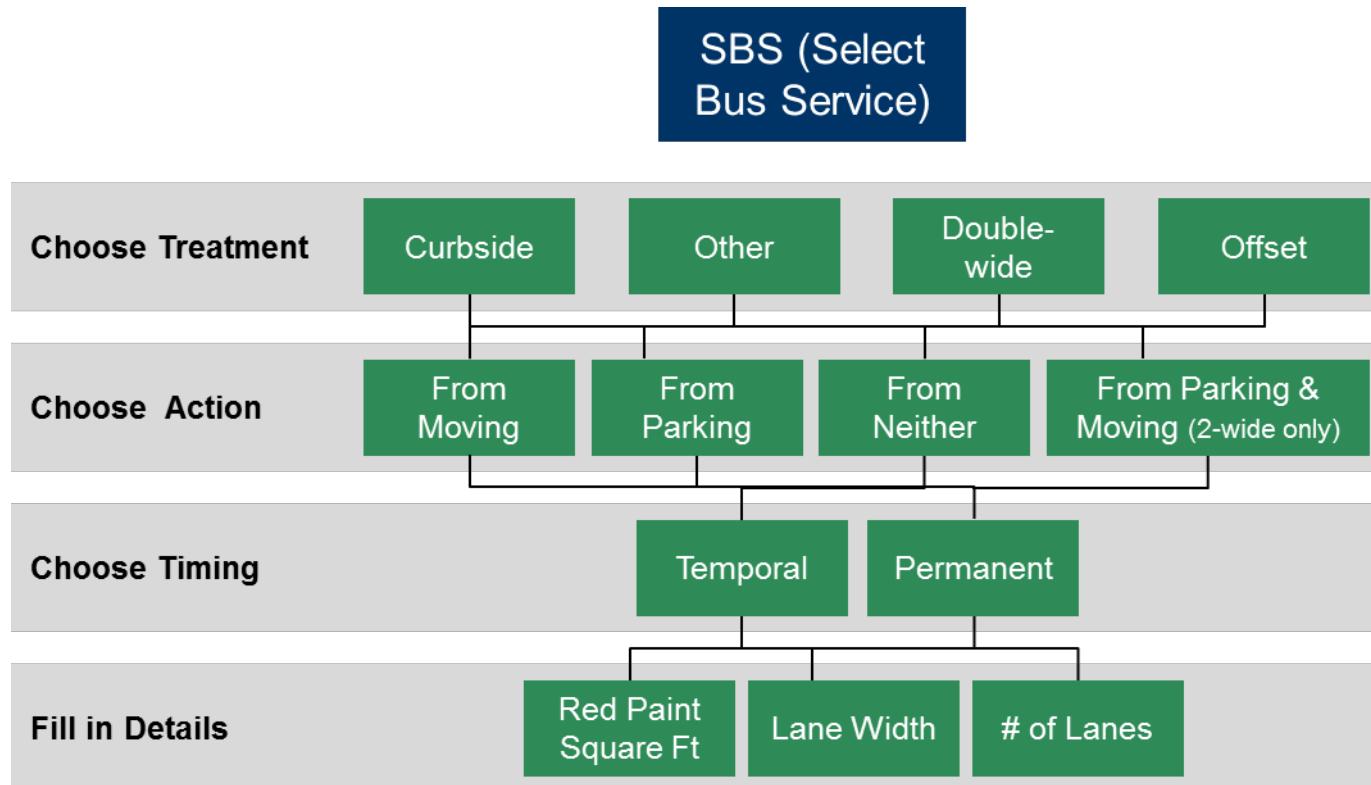
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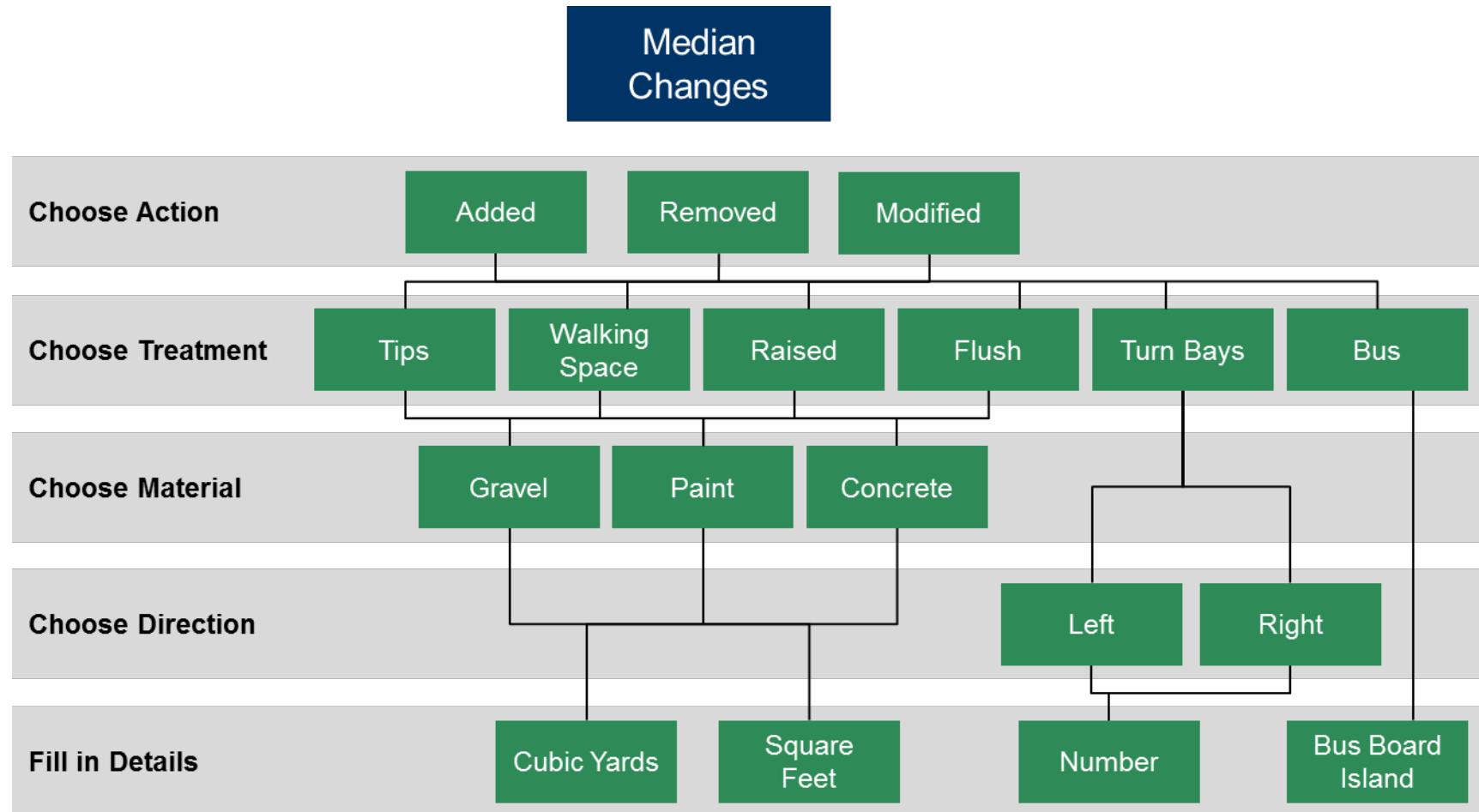
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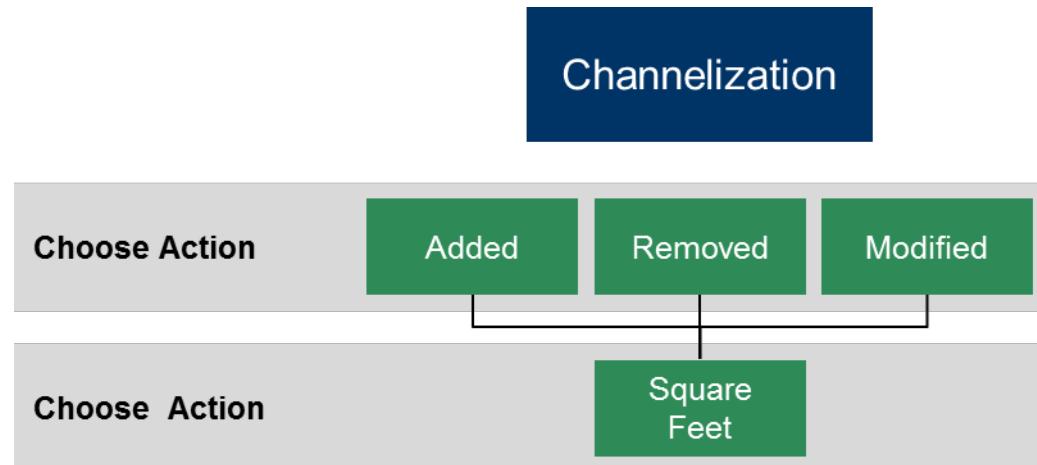
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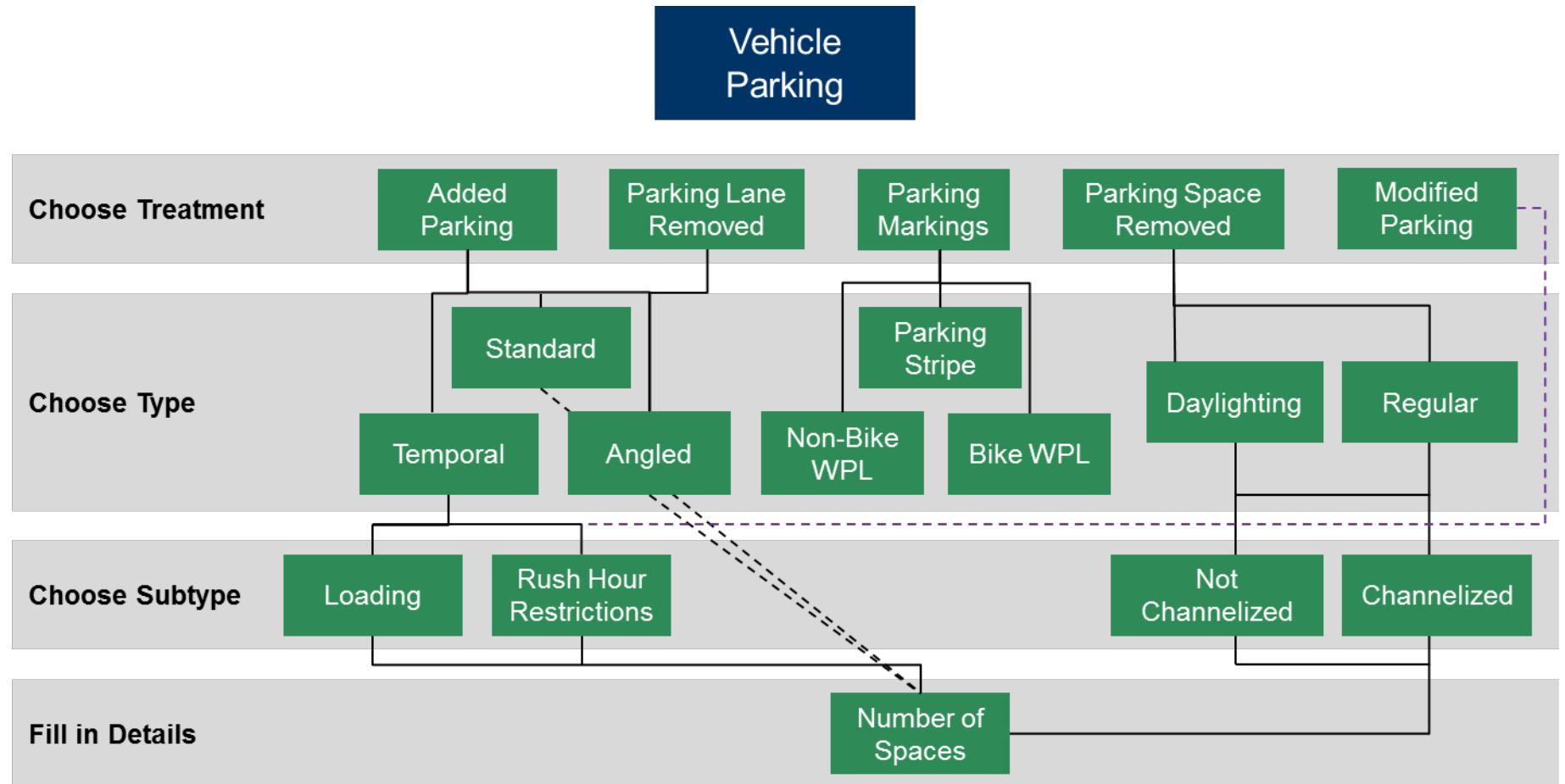
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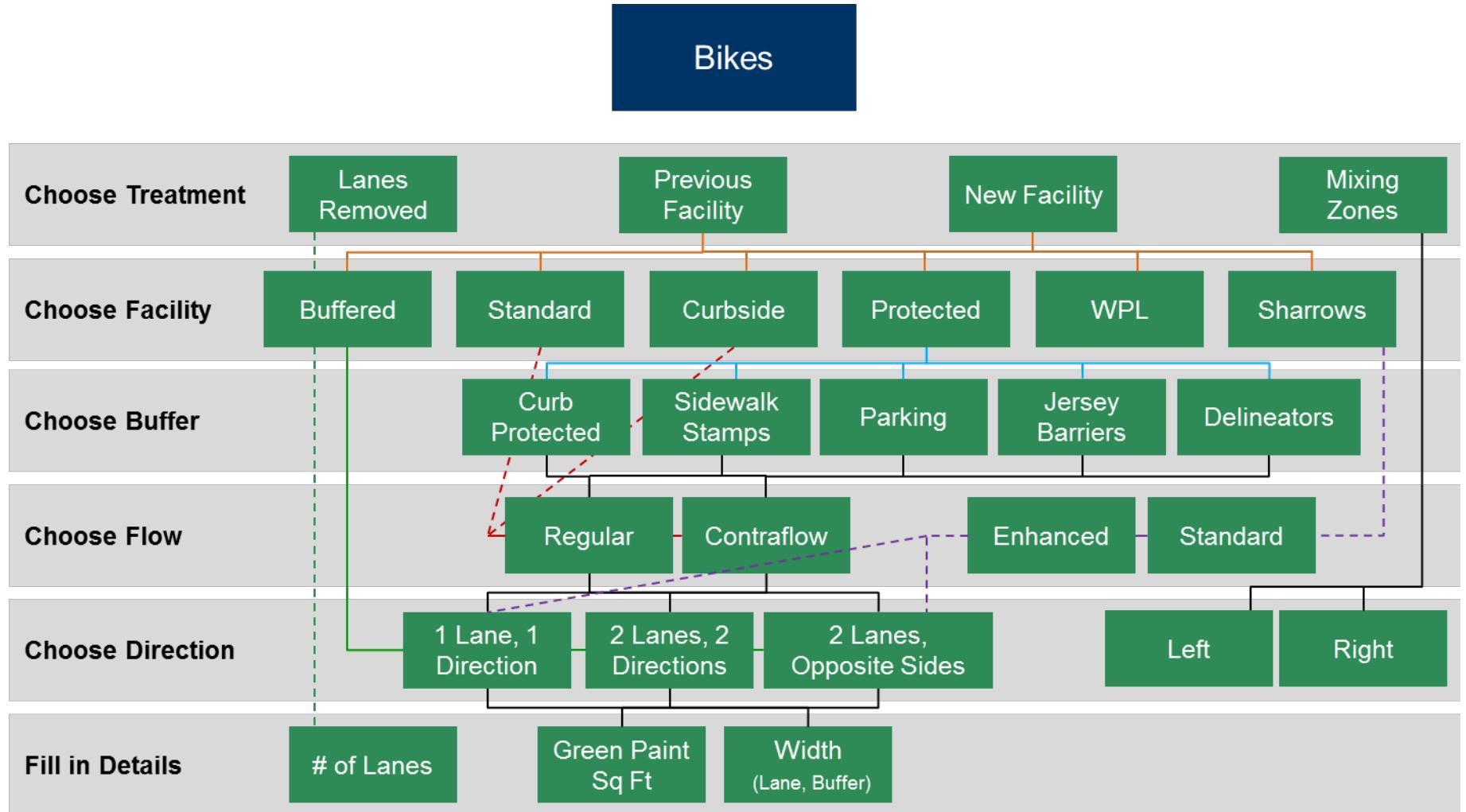
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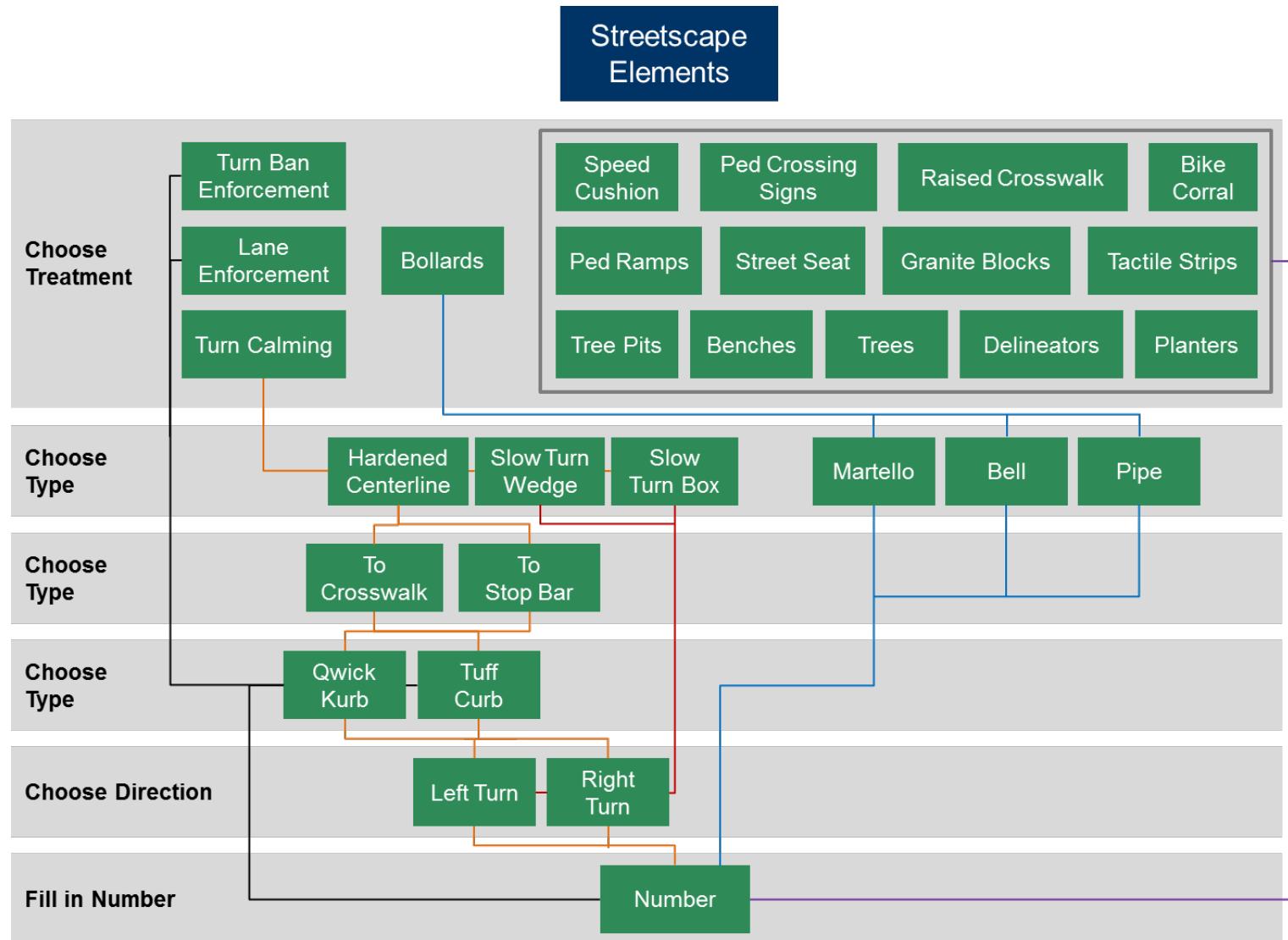
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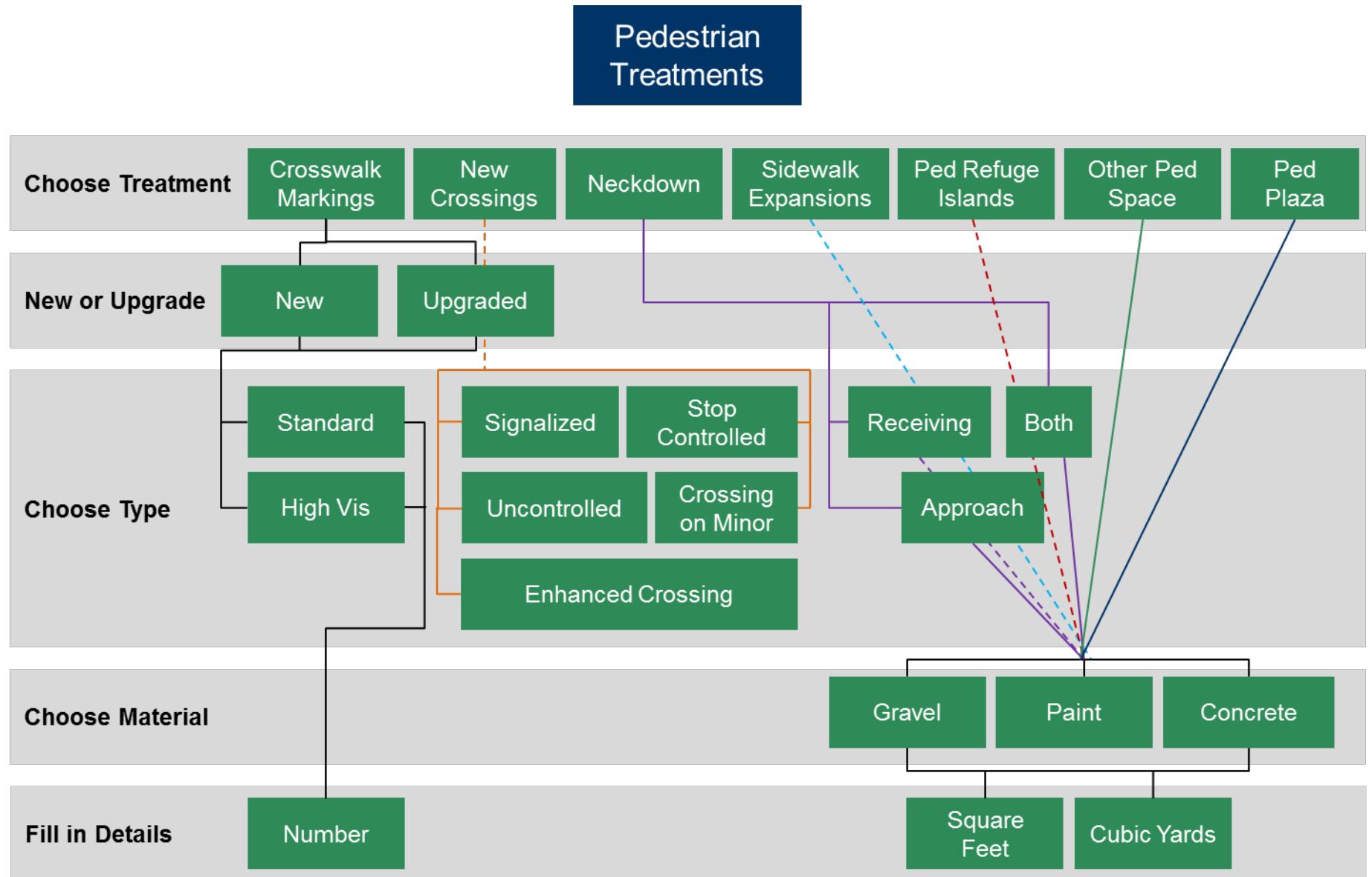
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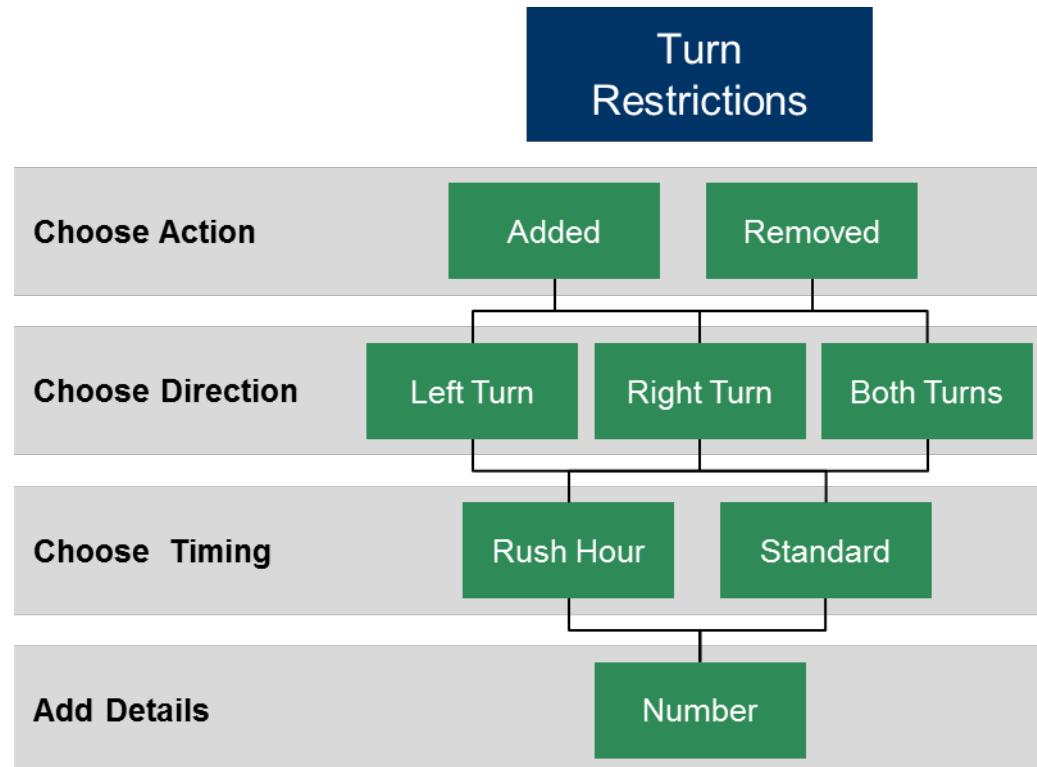
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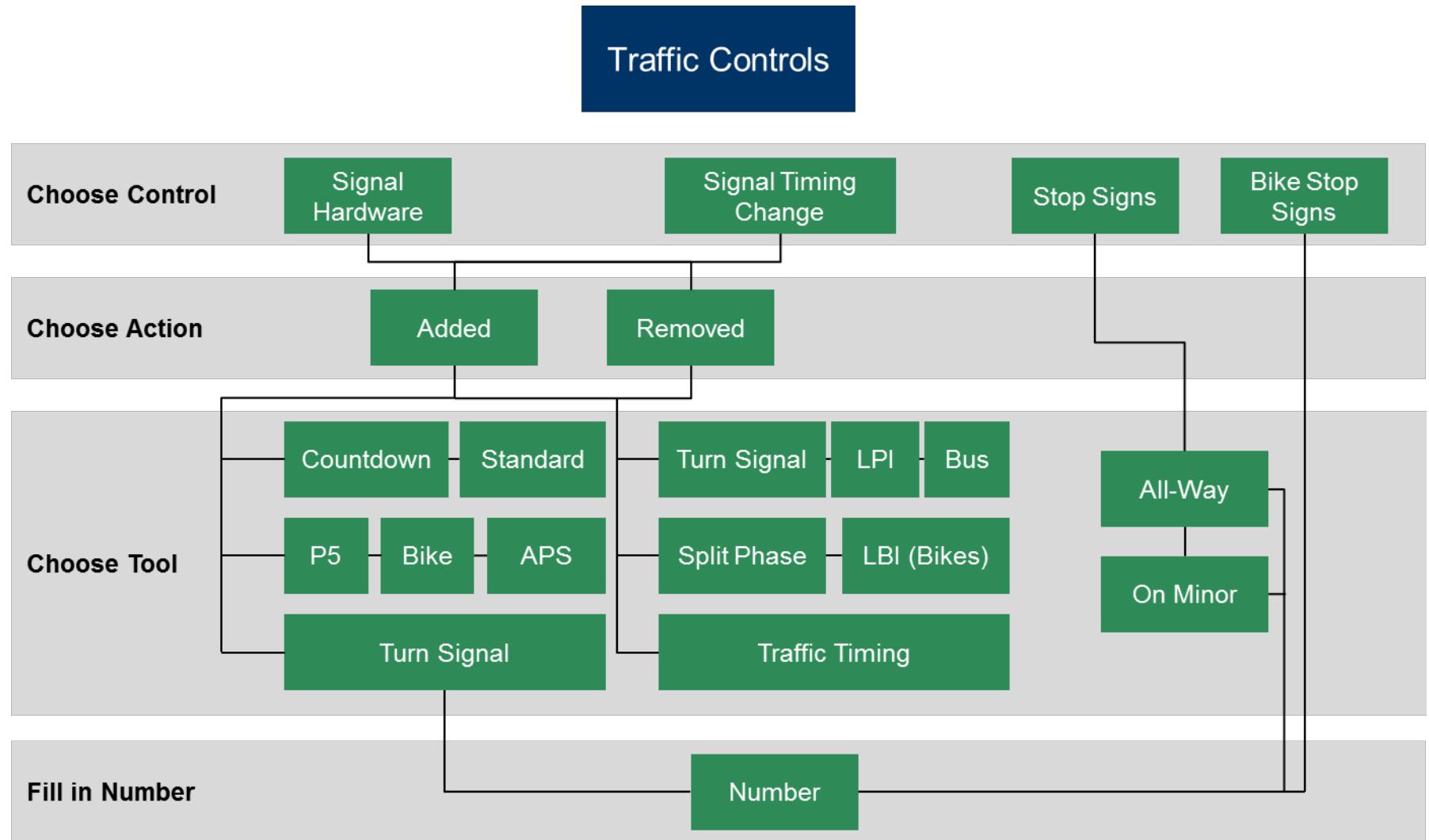
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MOVING LANE CHANGES

1. Select *Treatment Type*:

- a. **Refurbished Lane Markings**
- b. **Direction Change**
- c. **Street Closure**
- d. **Slip Closure**
- e. **Widened**
- f. **Narrowed**
- g. **Removed**
- h. **Added**

2. Select *Directionality / Timing*:

- a. Direction Change
 - i. **2-to-1**
 - ii. **1-to-2**
 - iii. **1 Flip**

TREATMENT TYPES

TREATMENT TYPE: REFURBISHED LANE MARKINGS

Description: Markings on the street are **updated and made clearer** but **not altered in any way**. Geometry of the road is also unchanged

Geometry: Segment

Next Step: Note number of lanes



TREATMENT TYPE: DIRECTION CHANGE

Description: The moving lane direction of travel is **changed**

Geometry: Segment

Next Step: *Directionality*

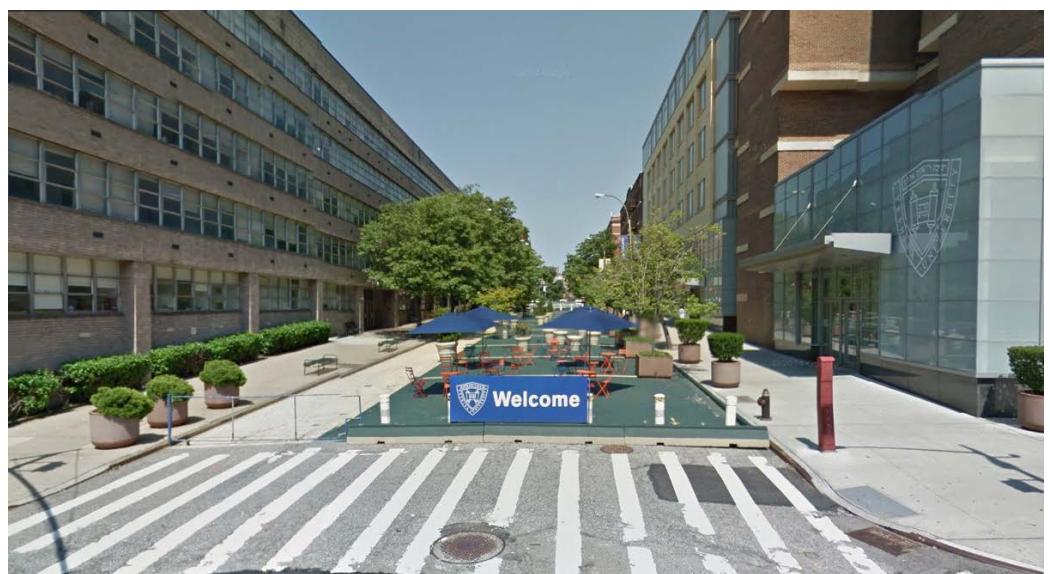
TREATMENT TYPE: STREET CLOSURE

Description: A street is **closed** for the purposes of a **pedestrian plaza or traffic rerouting**

Geometry: Segment

Example: West 185th Street, Manhattan

Next Step: Note number of lanes



TREATMENT TYPE: SLIP CLOSURE

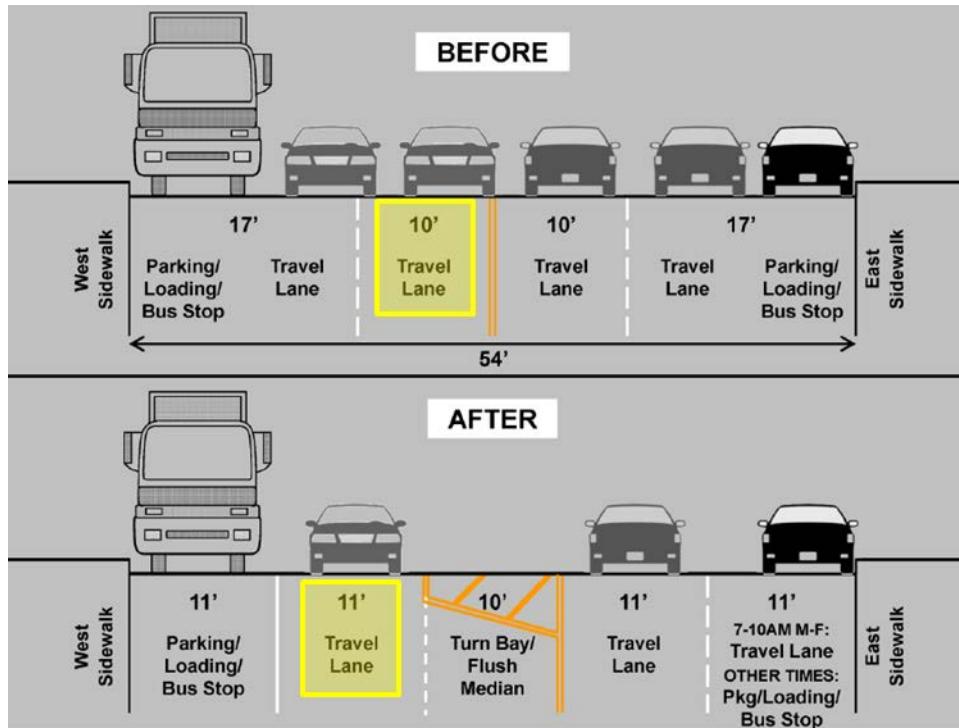
Description: Closure of a slip, usually meaning a **short access road with a slight angle**. A slip can be closed when it acts as a **redundant turn** or leads to **dangerous traffic conflicts** between vehicles, bikes, and pedestrians

Geometry: Segment

Example: East 166th Street and Prospect Avenue

Next Step: Note number of lanes



TREATMENT TYPE: WIDENED

Description: A moving lane is **widened**, sometimes due to the extra space made available by the **subtraction of existing treatments** (such as bike, parking, or bus lanes)

Geometry: Segment

Example: Flatbush Ave, Brooklyn (other changes include: added flush median, added turn bay, added parking stripe, added travel lane, removed travel lane)

Next Step: Note number of lanes

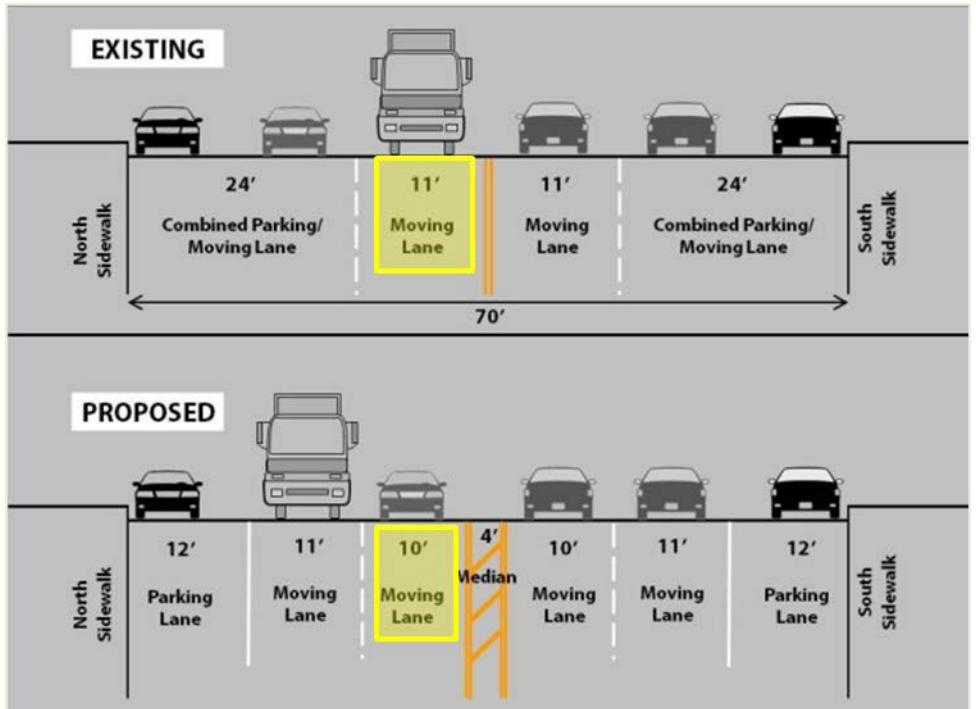
TREATMENT TYPE: NARROWED

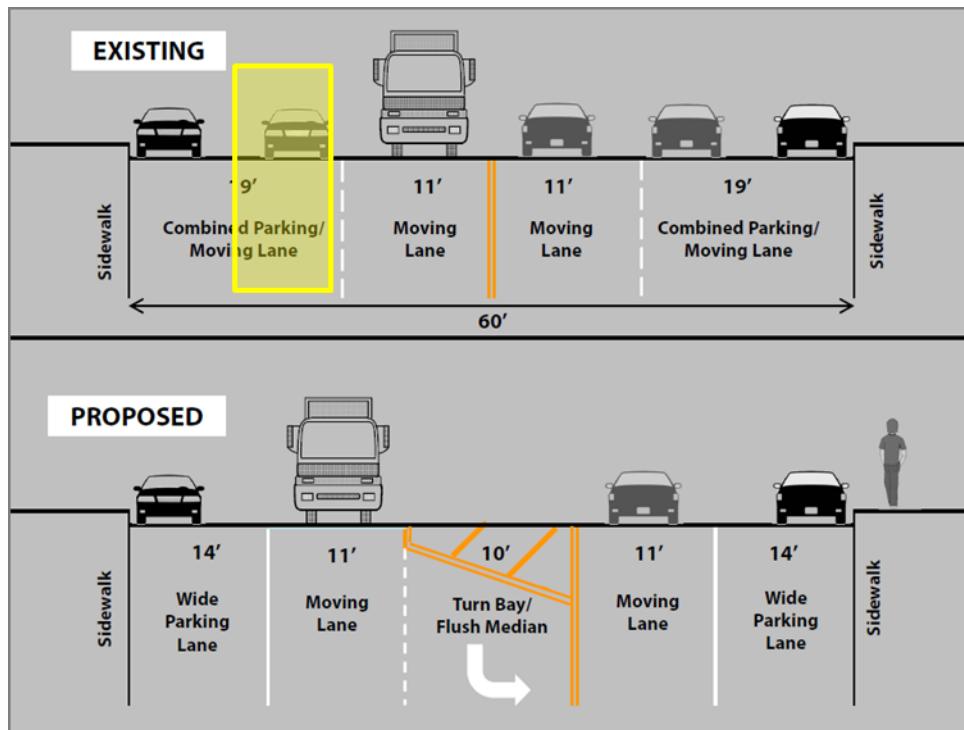
Description: **Width** of a moving lane is **reduced**, often as a **road diet** to create space for other treatments (i.e., median)

Geometry: Segment

Example: E Tremont Ave, Bronx (other changes include: added parking stripe, added flush median)

Next Step: Note number of lanes



TREATMENT TYPE: REMOVED

Description: A moving lane is **removed** often to **calm traffic** and create space for an additional treatment

Geometry: Segment

Example: White Plains Rd, Bronx (other changes include: added flush median, added turn bay, added wide parking lane)

Next Step: Note whether removed lane was standard, rush hour, left turn, or right turn; note number of lanes

TREATMENT TYPE: ADDED

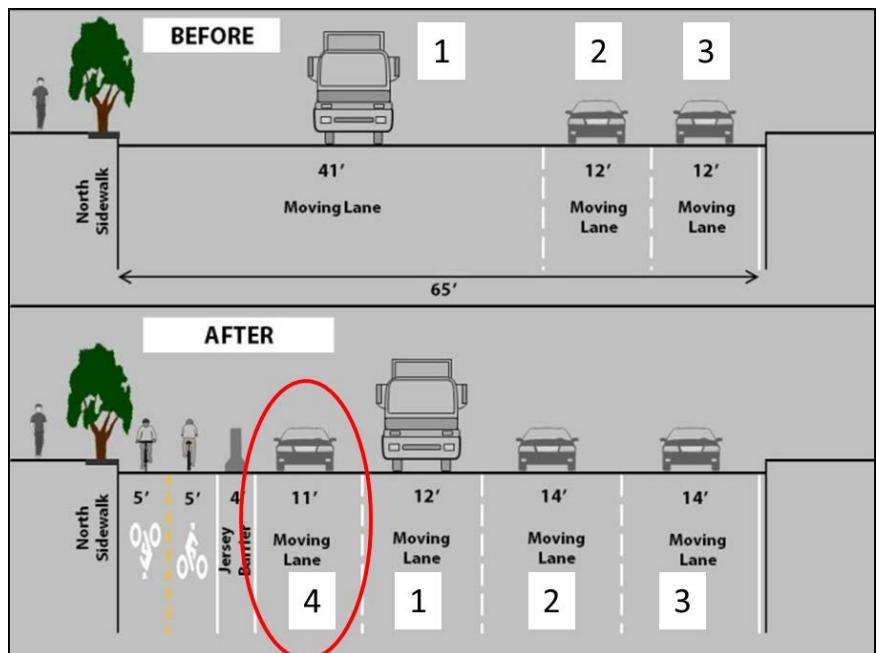
Description: A moving lane is **added** and **changes the total number of moving lanes**; does not apply to direction change

Geometry: Segment

Example: Bruckner Blvd, Bronx

Note: previously there were 3 moving lanes; now 4. Lane No. 2 + 3 were widened, 1 was narrowed, and 4 was added.

Next Step: Note whether added lane is standard, rush hour, left turn, or right turn; note number of lanes



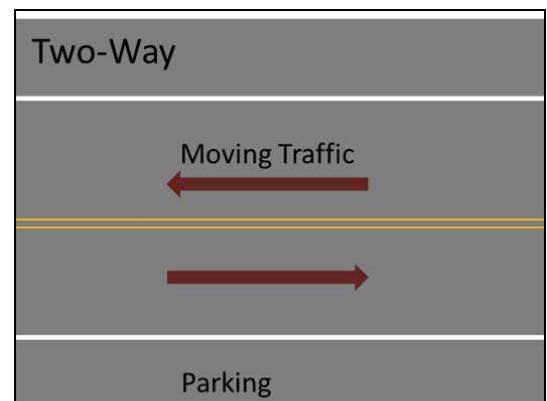
DIRECTIONALITY: DIRECTION CHANGE

DIRECTIONALITY: 2-TO-1

Description: A **two-way street is converted** to a one-way street

Geometry: Segment

Next Step: Note number of lanes which have changed direction

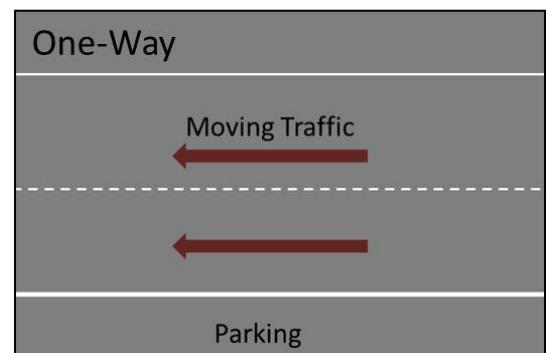


DIRECTIONALITY: 1-TO-2

Description: A **one-way street is converted** to a two-way street

Geometry: Segment

Next Step: Note number of lanes which have changed direction



DIRECTIONALITY: 1 FLIP

Description: The direction of a one-way street is **reversed**

Geometry: Segment

Next Step: Note number of lanes that have changed direction

SELECT BUS SERVICE

1. Select *Treatment Type*:

- a. **Curbside**
- b. **Offset**
- c. **Double-Wide**
- d. **Other**

2. Select *Action Type*:

- a. **From Parking**
- b. **From Moving**
- c. **From Neither**
- d. **From Parking & Moving**

3. Select *Timing*:

- a. **Temporal**
- b. **Permanent**

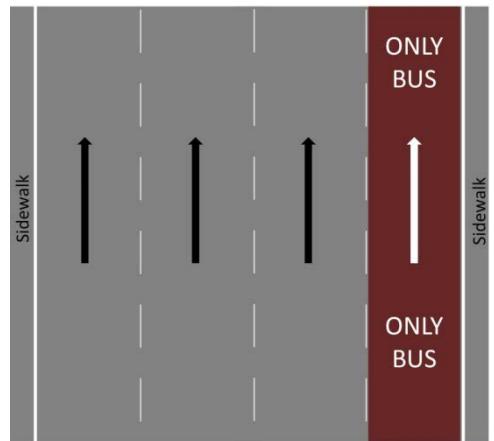
TREATMENT TYPES

TREATMENT TYPE: CURBSIDE

Description: A **designated (painted)** bus lane directly adjacent to the curb

Geometry: Segment

Next Step: [Action Type](#)

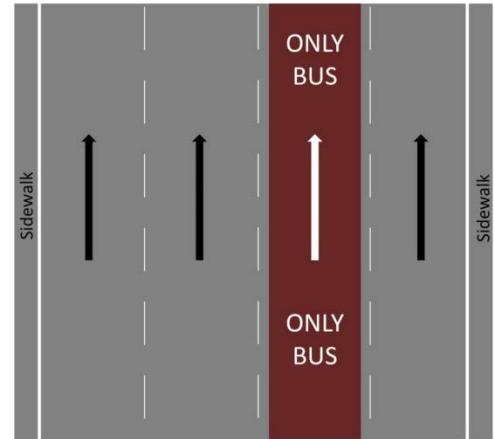


TREATMENT TYPE: OFFSET

Description: A designated (painted) bus lane that is separated from the curb by vehicle parking, a bike lane, a moving lane or another **buffer between the bus lane and the curb**

Geometry: Segment

Next Step: [Action Type](#)

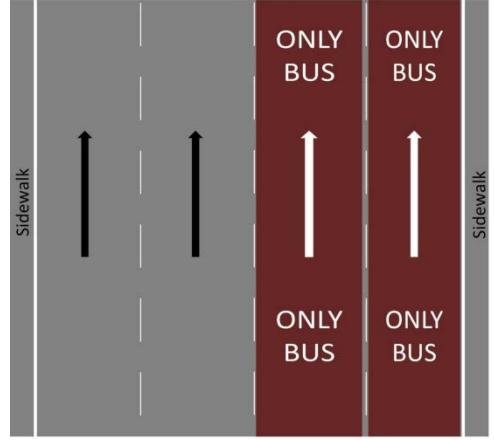


TREATMENT TYPE: DOUBLE-WIDE

Description: Two side-by-side **designated (painted)** bus lanes directly adjacent to the curb

Geometry: Segment

Next Step: [Action Type](#)



TREATMENT TYPE: OTHER

If a bus lane other than those described above has been implemented at the project site, select "other"

ACTION TYPE

ACTION TYPE: FROM PARKING

Description: Bus lane was created from **preexisting parking** lane

Next Step: [Timing](#)

ACTION TYPE: FROM MOVING

Description: Bus lane was created from **preexisting moving** lane

Next Step: [Timing](#)

ACTION TYPE: FROM NEITHER

Description: Bus lane was created using roadway **space other than a moving lane or parking lane**

Next Step: [Timing](#)

ACTION TYPE: FROM PARKING & MOVING

Description: Bus lane was created using roadway **space from both a parking lane and a moving lane**. Only applies to double-wide SBS lanes

Next Step: [Timing](#)

TIMING

TIMING: TEMPORAL

Description: SBS lane is bus-only **during certain hours**

Next Step: Note 1) sq. ft. of red paint, 2) lane width, & 3) number of lanes

TIMING: PERMANENT

Description: SBS lane is **always bus-only**

Next Step: Note 1) sq. ft. of red paint, 2) lane width, & 3) number of lanes

MEDIAN CHANGES

1. Select *Treatment Type (Added, Removed, or Modified)*:

- a. **Tips**
- b. **Walking Space***
- c. **Raised***
- d. **Flush***
- e. **Turn Bays**
 - i. Left
 - ii. Right
- f. **Bus Board Island**

2. Select *Material Type*:

- a. **Gravel**
- b. **Concrete**
- c. **Paint**

* **Note:** If these spaces are widened at the intersection (i.e., to shorten crossing distances) using concrete, gravel, or paint, they are considered **neckdowns**.

TREATMENT TYPES (ADDED, REMOVED, OR MODIFIED)

TREATMENT TYPE: TIPS

Description: Physical extension of an **existing median** into the crosswalk. Tips provide **pedestrian refuge**

Geometry: Node

Details: Indicate whether median tips are **new** or **modified**.

Next Step: Note sq. ft. of **material** used, note cubic yds.



TREATMENT TYPE: WALKING SPACE



Description: A median with walking paths or other forms of **walking space**

Geometry: Segment

Example: West 149th Street and Broadway, Manhattan

Next Step: Note sq. ft. of **material** used, note cubic yds.

TREATMENT TYPE: RAISED

Description: A concrete median **raised above street level** with the use of poured concrete or brick pavers. **No minimum height is** designated

Geometry: Segment

Example: Rutgers St & Madison St, Manhattan

Next Step: Note 1) sq. ft. of **concrete** used, 2) cubic yds.



TREATMENT TYPE: FLUSH



Description: A median **flush with the street**, mostly intended to calm traffic.

Geometry: Segment

Next Step: Note sq. ft. of **material** used

TREATMENT TYPE: TURN BAYS

Description: A traffic lane with painted arrows that **indicate a turning direction** for vehicles

Geometry: **Node** (note: please select the **intersection** which **receives turns** from the bay)

Example: Wadsworth Avenue, Manhattan

Next Step: Select **left** or **right**; indicate total **number** at all selected nodes



TREATMENT TYPE: BUS BOARD ISLAND



Description: A median with a **bus stop** and/or **bus shelter**

Geometry: Segments

Example: Edward L. Grant Highway, The Bronx

MATERIAL TYPE: TIPS / WALKING SPACE / RAISED MEDIAN / FLUSH MEDIAN

MATERIAL TYPE: GRAVEL



Example: Bleeker St and 7th Ave, Manhattan

Details: Not used for raised medians

MATERIAL TYPE: CONCRETE



Example: Grand Concourse and Mosholu Parkway, The Bronx

Details: Not used for flush medians

MATERIAL TYPE: PAINT



Example: Reservoir Oval, The Bronx

CHANNELIZATION

1. Select *Treatment Type*:

a. **Channelization**

2. Select *Action Type*:

a. **Added**

b. **Removed**

c. **Modified**

TREATMENT TYPE

TREATMENT TYPE: CHANNELIZATION

Description: Striped markings that can act to **calm traffic** and/or **create a buffer** between pedestrians and moving traffic

Geometry: Nodes or Segments

Example: Eastern Parkway, Brooklyn

Next Step: *Action Type*



ACTION TYPE

ACTION TYPE: ADDED / REMOVED

Description: Channelization can be **added to** or **removed from** a street

ACTION TYPE: MODIFIED

Description: **Existing channelization** is modified

VEHICLE PARKING

1. Select *Treatment Type*:

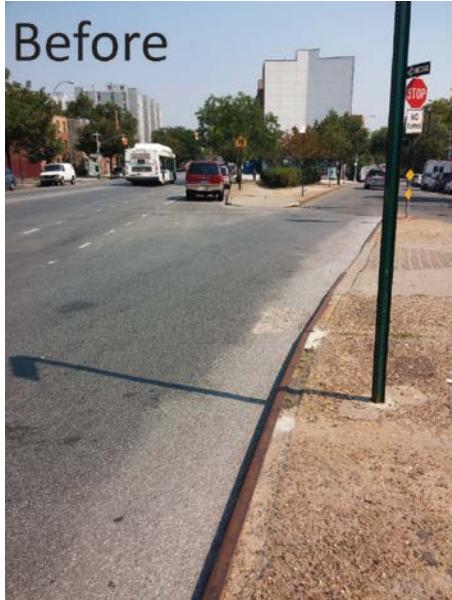
- a. **Added Parking**
- b. **Parking Markings**
- c. **Parking Space Removed**
- d. **Parking Lane Removed**
- e. **Modified Parking**

2. Select *Specific Type*:

- a. Added Parking:
 - i. **Standard**
 - ii. **Angled**
 - iii. **Temporal**
 - 1. Loading
 - 2. Rush Hour Restrictions
- b. Parking Markings:
 - i. **Parking Stripe**
 - ii. **Bike WPL**
 - iii. **Non-Bike WPL**
- c. Parking Spaces Removed
 - i. **Daylighting**
 - ii. **Regular**
- d. Modified Parking
 - i. **Loading**
 - ii. **Rush Hour Restrictions**

TREATMENT TYPES

TREATMENT TYPE: ADDED PARKING



Description: Increased parking capacity with designated parking spaces for vehicles

Geometry: Nodes or Segments

Details: Added parking can be **metered** or **non-metered**. Added parking can come from a **moving lane**, a **bus lane**, a **parking lane**, etc.

Next Step: **Specific Type: Added Parking**

TREATMENT TYPE: PARKING MARKINGS

Description: Delineates the type of parking/movement permitted in a given parking **lane** (as opposed to a space)

Next Step: **Specific Type: Parking Markings**

TREATMENT TYPE: PARKING SPACE REMOVED

Description: Parking **spaces** are **removed**

Geometry: Nodes

Next Step: **Specific Type: Parking Spaces Removed**

TREATMENT TYPE: PARKING LANE REMOVED



Description: A parking lane is removed

Geometry: Segments

Details: This is usually done in favor of another treatment such as channelization, bike lanes, bus lanes, etc.

Example: Imlay St, Brooklyn

Next Step: Note total number of spaces removed for all selected segments or nodes

TREATMENT TYPE: MODIFIED PARKING

Description: The **restrictions (or lack of restrictions)** in a parking lane or for parking spaces are **modified**

Geometry: Segments

Details: A standard parking lane might receive rush hour restrictions or temporal loading restrictions

LOADING

Parking is restricted for **loading**

RUSH HOUR RESTRICTIONS

Parking is restricted during morning or evening **rush hour**

Next Step: Note number of spaces

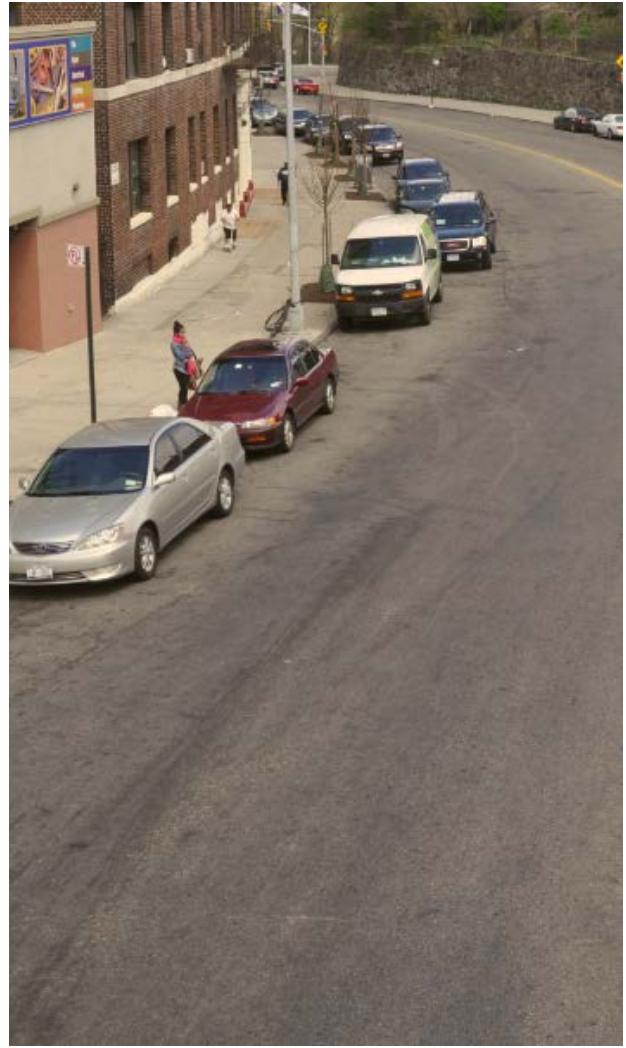
SPECIFIC TYPE: ADDED PARKING

SPECIFIC PARKING: STANDARD

Description: A parking space **parallel and adjacent** to the curb

Example: Ft. George Avenue, Manhattan

Next Step: Note total number of spaces added for all selected segments or nodes

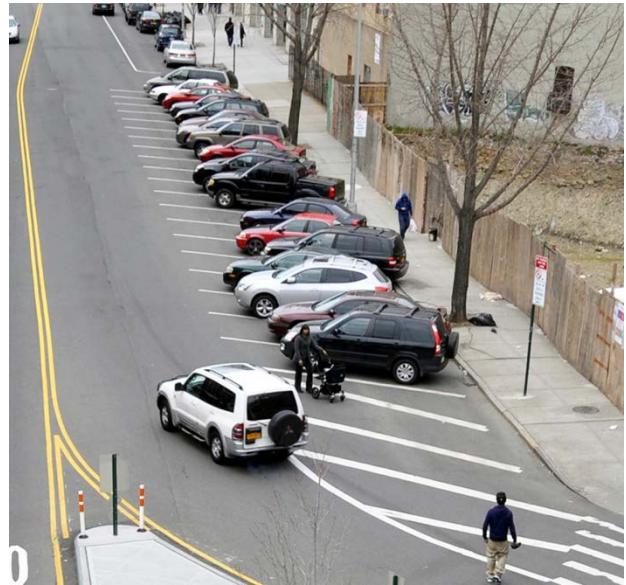


SPECIFIC PARKING: ANGLED

Description: A parking space **angled** and somewhat **perpendicular** off of the curb

Example: Louis Nive Blvd, The Bronx

Next Step: Note total number of spaces for all selected segments or nodes



SPECIFIC PARKING: TEMPORAL

Description: A parking space **where parking is restricted** at certain times of day

LOADING

Parking is restricted for **loading**

RUSH HOUR RESTRICTIONS

Parking is restricted during morning or evening **rush hour**

Next Step: Note total number of spaces for all selected segments or nodes



SPECIFIC TYPE: PARKING MARKINGS

SPECIFIC MARKINGS: PARKING STRIPE

Description: A solid single line that indicates a **standard-width parking lane**

Example: Greeley Ave and Olympia Blvd, Staten Island



SPECIFIC MARKINGS: BIKE WPL

Description: A wide parking lane is typically **13 – 14' wide** and allows space for bicyclists; “Bike WPL”s are those that are **included on the NYC Bike Map**

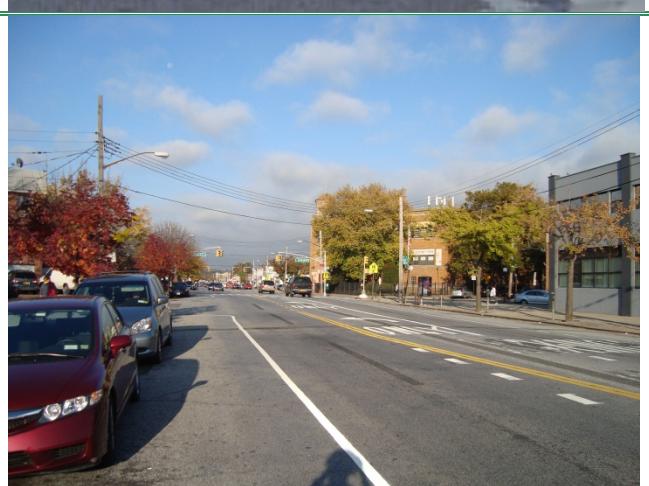
Example: 4th Ave and 5th St, Brooklyn



SPECIFIC MARKINGS: NON-BIKE WPL

Description: A wide parking lane that is **not included on the NYC Bike Map**

Example: Rockaway Blvd, Queens

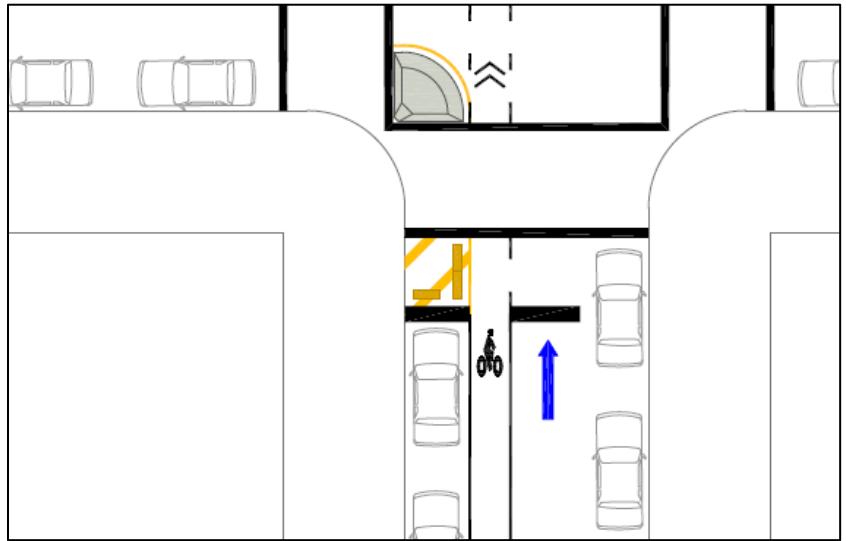


SPECIFIC TYPE: PARKING SPACES REMOVED

PARKING SPACES REMOVED: DAYLIGHTING

Description: Space(s) removed **behind a crosswalk or at an intersection** to improve pedestrian and vehicular sight lines

Next Step: Note total number of spaces removed for all selected segments or nodes



PARKING SPACES REMOVED: REGULAR

Description: Spaces removed at the mid-block or intersection, not for the purpose of improving pedestrian and vehicular sight lines at an intersection

Next Step: Note total number of spaces removed for all selected segments or nodes

BIKES

1. Select *Treatment Type*:
 - a. **Lanes Removed**
 - b. **Previous Facility**
 - c. **New Facility**
 - d. **Mixing Zones**
2. For Previous & New Facility select:
 - a. **Standard**
 - b. **Buffered**
 - c. **Curbside**
 - d. **Protected**
 - e. **Sharrows**
 - f. **Wide Parking Lane**
3. Select *Directionality/Details*:
 - a. Details: Standard, Buffered, Curbside, Protected:
 - i. **Regular or Contraflow**
 - ii. Directionality:
 1. **1 Lane, 1 Direction**
 2. **Adjacent 2-Directional**
 3. **2 Lanes, Opposite Sides of Street**
 - b. Sharrows:
 - i. **Enhanced Sharrows**
 - ii. **Standard Sharrows**
 - c. Mixing Zones:
 - i. **Left / Right**
 - ii. **Left / Right**

TREATMENT TYPES

TREATMENT TYPE: PREVIOUS FACILITY

Description: If project modifies existing facility, record existing facility type here and modification in “New Facility”.

Next Step: [Facility Types](#)

TREATMENT TYPE: NEW FACILITY

Description: A new bike facility; if modified from existing facility, record existing in “Previous Facility”

Next Step: [Facility Types](#)

TREATMENT TYPE: LANES REMOVED

Description: A **previously existing bike lane is removed**, usually to make room for a new treatment, such as a bus lane, a parking lane, a moving lane, etc.

Geometry: Segment

Details: Indicate what type of facility was removed in “Previous Facility”

Example: Bedford Ave, Brooklyn

Next Step: Note number of lanes removed



TREATMENT TYPE: MIXING ZONES



Description: Location where a turn bay allows **motor vehicles** to **merge** into a **bicycle lane** in order to make a turn

Geometry: Node

Example: Broadway, Manhattan

Next Step: [*Directionality & Details*](#)

FACILITY TYPES: PREVIOUS AND NEW FACILITY

FACILITY TYPE: STANDARD



Description: A bicycle lane placed **between the moving vehicle lane and the parking lane**

Geometry: Segment

Example: W 16th St, Manhattan

Next Step: [Details](#)

FACILITY TYPE: BUFFERED

Description: A bicycle lane that is placed between the moving lane and a parking lane and is **separated from moving traffic by a striped buffer space**

Geometry: Segment

NOTE: Curbside lanes with a buffer should be recorded as [curbside](#)

Next Step: [Details](#)



FACILITY TYPE: CURBSIDE



Description: A bicycle lane that is placed **directly adjacent to the curb**

Geometry: Segment

Details: Curbside lanes with buffer should be marked as **curbside**

Next Step: [Details](#)

FACILITY TYPE: PROTECTED

Description: A bicycle lane that has a **vertical element of protection** from moving traffic

Geometry: Segment

Details:

Protection types

1. **Parking**
2. **Jersey Barriers**
3. **Delineators**
4. **Curb Protected (i.e., Sands St.)**
5. **Sidewalk Stamps**

Next Step: [Details](#)



FACILITY TYPE: SHARROWS



Description: Sharrows indicate that a **lane is shared** by bicycles and other vehicles

Geometry: Segment

Next Step: [Directionality](#)

FACILITY TYPE: WIDE PARKING LANE

Description: A **wide parking lane** is typically **13 - 14 feet wide** and is implemented to create narrower moving lanes and/or space for bicyclists

Geometry: Segment

Details: Only choose WPL under bike facility if the Bikes Group has designated it a Bikes WPL

Example: Cathedral Pkwy, Manhattan



DETAILS: STANDARD / BUFFERED / CURBSIDE / PROTECTED

LANE DETAIL: REGULAR

Description: Bicycle lane travels in the same direction as the moving vehicle lane.

Next Step: [Directionality](#)

LANE DETAIL: CONTRAFLOW

Description: Bicycle lane travels in the opposite direction from the moving vehicle lane.

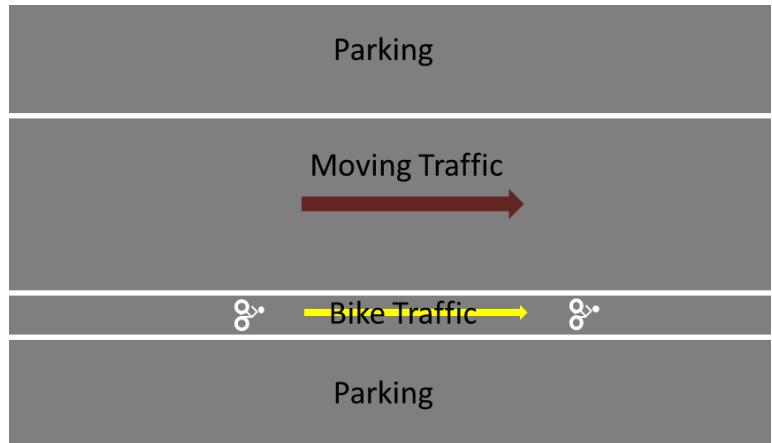
Next Step: [Directionality](#)

DIRECTIONALITY: STANDARD / BUFFERED / CURBSIDE / PROTECTED / SHARROWS**LANE DIRECTIONALITY: 1 LANE, 1 DIRECTION**

Description: One bicycle lane moving in one direction on one side of the street

Next Step for Sharrows: [Details](#)

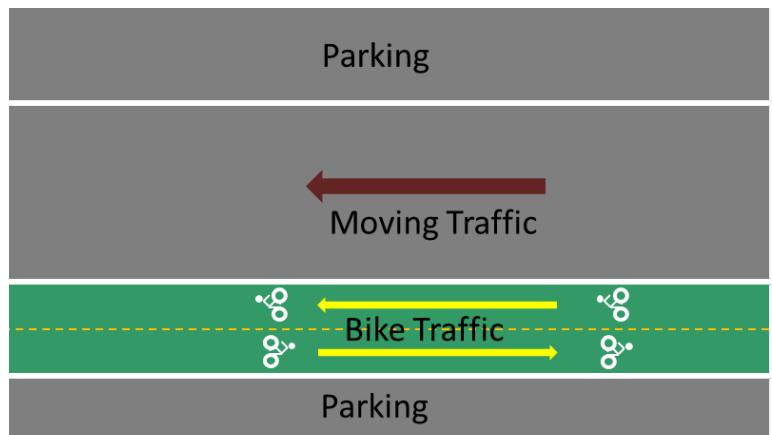
Next Step for All Others: Note lane width

**LANE DIRECTIONALITY: ADJACENT 2-DIRECTIONAL**

Description: Two adjacent bicycle lanes that allow for 2-way bicycle traffic in opposite directions

Note: Not applicable for sharrows

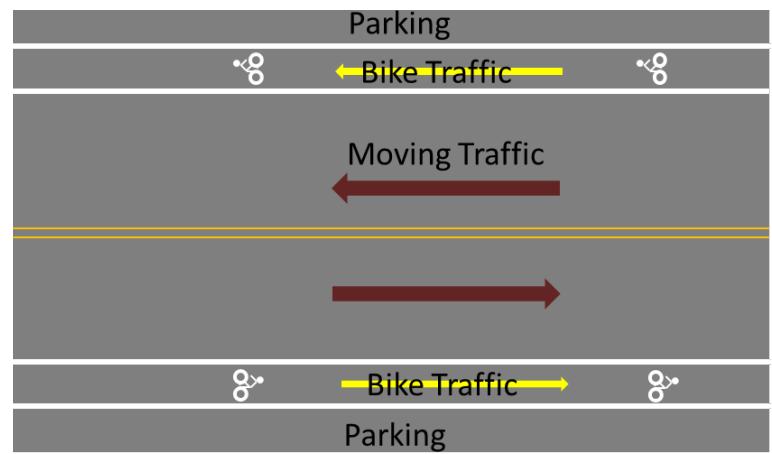
Next Step: Note lane width (i.e., of 1 direction)

**LANE DIRECTIONALITY: 2 LANES, OPPOSITE SIDES OF STREET**

Description: Two separated bike lanes, one on one side of the street, one on the other, for bicycle traffic moving in opposite directions

Next Step for Sharrows: [Details](#)

Next Step for All Others: Note lane width (i.e., of 1 direction)



DETAILS: SHARROWS

SHARROWS DETAILS: ENHANCED SHARROWS

Description: Enhanced sharrows are placed within a moving traffic lane that has a solid white line **separating it from the rest of the moving lanes.**

The solid line does not ban motorists from entering the lane, but it does discourage motor vehicle travel

Example: Lafayette Ave, Brooklyn



SHARROWS DETAILS: STANDARD SHARROWS

Description: Standard sharrows are placed within a moving lane



DIRECTIONALITY & DETAILS: MIXING ZONES

MIXING ZONES DIRECTIONALITY: LEFT / RIGHT

Mixing zones **can either be on the right side of the street or the left side of the street**, depending on the location of the bike lane and the turn bay. A one-way street with a protected lane to the right of traffic and a right turn bay for automobiles has a right side mixing zone, while a one-way street with a protected bike lane to the left of traffic and a left turn bay for automobiles has a left side mixing zone.



STREETSCAPE ELEMENTS

1. Select *Element*:

- a. **Speed Cushion**
- b. **Pedestrian Crossing Sign**
- c. **Raised Crosswalk**
- d. **Street Seats**
- e. **Delineators**
- f. **Bike Corral**
- g. **Benches**
- h. **Tactile Strips**
- i. **Planters**
- j. **Tree Pits**
- k. **Granite Blocks**
- l. **Bollards**
- m. **Trees**
- n. **Turn Ban Enforcement**
- o. **Lane Enforcement**
- p. **Turn Calming**

2. Select *Details*:

- a. Bollards:
 - i. **Martello**
 - ii. **Bell**
 - iii. **Pipe**
- b. Turn Ban Enforcement / Lane Enforcement: **Qwick Kurb / Tuff Curb**
- c. Turn Calming:
 - i. **Hardened Centerline**
 - ii. **Slow Turn Wedge**
 - iii. **Slow Turn Box**

ELEMENTS

ELEMENT TYPE: SPEED CUSHION

Description: Speed humps or speed tables with cutouts that allow large vehicles to pass through without reducing speeds

Geometry: Node or segment

Next Step: Note total number of cushions for all selected segments or nodes



Source: NACTO

ELEMENT TYPE: PEDESTRIAN CROSSING SIGN



Description: Signs that make bicyclists and automobile drivers aware of a pedestrian crossing location

Geometry: Node or segment (for mid-block crossing)

Next Step: Note total number of signs for all selected nodes

ELEMENT TYPE: RAISED CROSSWALK

Description: Sidewalk-level crossing space for pedestrians

Geometry: Node or segment

Next Step: Note total number of raised crosswalks for all selected segments or nodes



Source: NACTO

ELEMENT TYPE: STREET SEATS

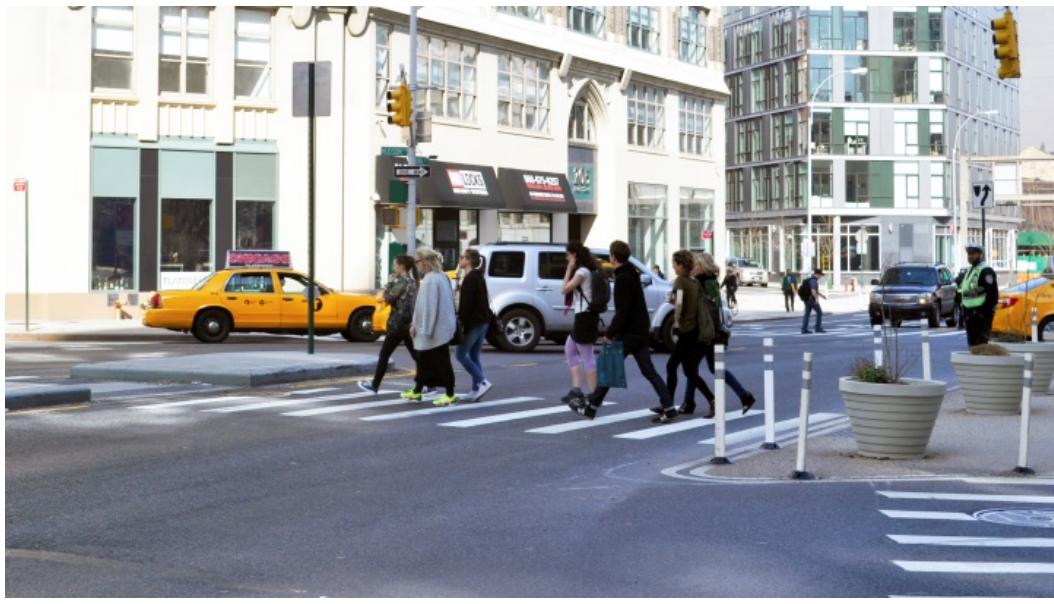
Description: These public spaces use space in the parking lane and **allow for flexible seating options.**

Geometry: Node or segment

Next Step: Note total number of street seats for all selected segments or nodes



ELEMENT TYPE: DELINEATORS



Description: Flexible plastic markers that indicate a clear separation between two or more spaces on the street

Geometry: Node or segment

Next Step: Note total number of delineators for all selected segments or nodes

ELEMENT TYPE: STOP SIGNS

Next Step: [*Details*](#)



ELEMENT TYPE: BIKE CORRAL

Description: A rows of “CityRacks” bike racks installed in the curbside lane of the street

Geography: Node or Segment

Example: Henry’s Restaurant, Manhattan

Next Step: Note total number of corrals for all selected segments or nodes



ELEMENT TYPE: BENCHES

Description: Permanent seating on the sidewalk

Geometry: Node or Segment

Next Step: Note total number of benches for all selected segments or nodes



Source: Streetsblog

ELEMENT TYPE: TACTILE STRIPS

Description: Elements that indicate the presence of a crosswalk to visually impaired pedestrians

Geometry: Node or Segment (for midblock crossings)

Next Step: Note total number of strips for all selected segments or nodes



ELEMENT TYPE: PLANTERS



Description: Street **design elements** that are placed in medians or on sidewalks to physically separate pedestrian and vehicle traffic

Geometry: Node or Segments

Example: Borinquen Place, Brooklyn

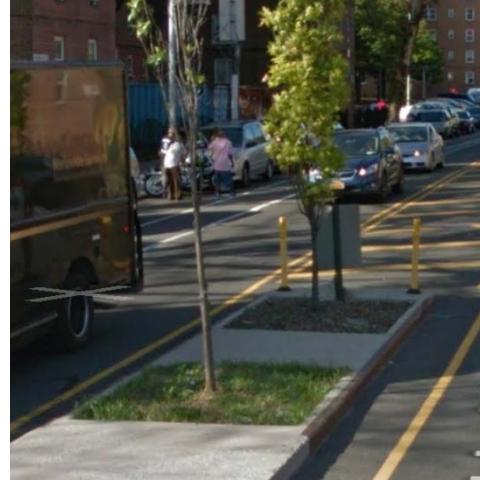
Next Step: Note total number of planters for all selected segments or nodes

ELEMENT TYPE: TREE PITS

Description: **Space for trees** in raised medians or pedestrian refuge islands

Geometry: Node or Segment

Next Step: Note total number of pits for all selected segments or nodes



ELEMENT TYPE: GRANITE BLOCKS



Description: **Design elements used to create a border** between a pedestrian space and a moving vehicle space and also **used for seating**

Geometry: Node or Segment

Example: N 12th & Union Ave, Brooklyn

Next Step: Note total number of blocks for all selected segments or nodes

ELEMENT TYPE: BOLLARDS

Description: Bollards are used to **prevent cars from entering a pedestrian space**

Geometry: Node or Segment

Example: Bliss Street Plaza, Queens

Next Step: [Details](#)



ELEMENT TYPE: TREES



Description: Often placed in raised medians within tree pits.

Geometry: Node

Example: Vanderbilt Ave, Brooklyn

Next Step: Note total number of trees for all selected nodes

ELEMENT TYPE: TURN BAN ENFORCEMENT

Description: Preventing vehicles from making a left turn or right turn with the use of either quick kurb or tuff curb.

Geometry: Node or segment

Example: Prospect Ave & Ave St. John, Bronx

Next Step: [Details](#)



ELEMENT TYPE: LANE ENFORCEMENT



Description: Delineating lanes and preventing vehicles from crossing from one lane to another with the use of either quick kurb or tuff curb.

Geometry: Node or segment

Example: Atlantic Ave at entrance to Brooklyn Queens Expressway, Brooklyn

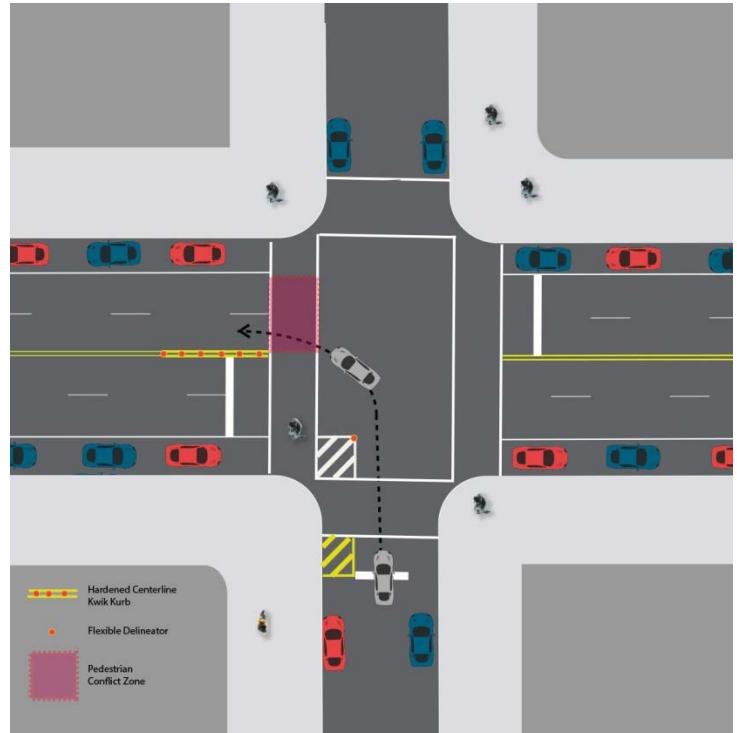
Next Step: [Details](#)

ELEMENT TYPE: TURN CALMING

Description: Encouraging vehicles to make slower turns at a wider radius to prevent crashes that result from left or right turns.

Geometry: Node

Next Step: [Details](#)



DETAILS: BOLLARDS

BOLLARD DETAILS: MARTELLO

Description: Martello bollards are a variation of bell bollards and are **designed to deflect vehicle tires**

Geometry: Node or Segment

Example: Hyatt St, Staten Island

Next Step: Note total number of bollards for all selected segments or nodes



BOLLARD DETAILS: BELL

Description: Shaped like a bell, these bollards are **designed to deflect vehicle tires**

Geometry: Node or Segments

Example: Pulaski Bridge, Brooklyn

Next Step: Note total number of bollards for all selected segments or nodes



BOLLARD DETAILS: PIPE

Description: Pipe bollards are thin, tall bollards that also serve to **delineate pedestrian space from vehicle space**. Unlike bell and Martello bollards, they are not designed to deflect vehicle tires. Unlike flexible delineators, they are designed to be rigid and inflexible

Geometry: Node or Segments

Example: Hudson River Greenway, Manhattan

Next Step: Note total number of bollards for all selected segments or nodes



DETAILS: TURN BAN ENFORCEMENT / LANE ENFORCEMENT

ENFORCEMENT DETAILS: QWICK KURB / TUFF CURB



Description: A **plastic curb** that prevents cars from entering roadway spaces

Geometry: Node

Example: Jerome Ave, Bronx

Next Step: Note total number of kurbs / curbs used for all selected segments or nodes

DETAILS: TURN CALMING

TURN CALMING DETAILS: HARDENED CENTERLINE

Description: Raised centerline with delineators

designed to widen radius of turns onto receiving streets.

Geometry: Node

Example: 116th St, Manhattan

Next Steps: Note whether the hardened centerline ends at the **stop bar** or at the **crosswalk** (as seen here); note whether hardened centerline is made from **quick kurb** or **tuff curb**; note whether the hardened centerline is designed to calm **left turns** or **right turns**; note total **number** centerlines used for all selected nodes



TURN CALMING DETAILS: SLOW TURN WEDGE



Description: Painted wedge with delineators on an approach street – designed to slow turns by widening turn radius.

Geometry: Node

Example: Vanderbilt Ave, Brooklyn

Next Step: Note **left turn** or **right turn**; note total **number** of turns affected for all selected nodes

TURN CALMING DETAILS: SLOW TURN BOX

Description: Painted box with delineators on an approach street – designed to slow turns by widening turn radius.

Geometry: Node

Example: 30th St & 3rd Ave, Manhattan

Next Step: Note **left turn** or **right turn**; note total **number** of turns affected for all selected nodes



PEDESTRIAN TREATMENTS

1. Select *Treatment Type*:

- a. **Crosswalk Markings (New or Upgraded)**
- b. **New Crossings**
- c. **Neckdown**
- d. **Sidewalk Expansion**
- e. **Pedestrian Plaza**
- f. **Pedestrian Refuge Island**
- g. **Other Pedestrian Space**

2. Select *Specific Treatment Type*:

- a. Crosswalk Markings:
 - i. **Standard**
 - ii. **High Visibility (High Vis)**
- b. New Crossings
 - i. **Signalized**
 - ii. **Stop Controlled**
 - iii. **Uncontrolled Crossing**
 - iv. **Crossing on Minor**
 - v. **Enhanced Crossing**
- c. Neckdown:
 - i. **Receiving**
 - ii. **Approach**
 - iii. **Both**

3. Select *Material Type*:

- a. Sidewalk Expansions/Pedestrian Plaza/Neckdown/Pedestrian Refuge Islands/Other Pedestrian Space:
 - i. **Gravel**
 - ii. **Concrete**
 - iii. **Paint**

TREATMENT TYPES

TREATMENT TYPE: CROSSWALK MARKINGS (NEW OR UPGRADED)

Description: Crosswalks **designate a place for pedestrians to cross the street** and signal to drivers that pedestrians are crossing in that location

Geometry: Node

Note: Select “**New**” to indicate new crosswalk markings; Select “**Upgraded**” to indicate existing crosswalk upgrades (i.e., to high visibility)

Next Step: [*Specific Treatment Types: Crosswalk Markings*](#)

TREATMENT TYPE: NEW CROSSING

Description: New pedestrian crossings where it was previously illegal to cross

Geometry: Node or Segment

Next Step: [*Specific Treatment Types: New Crossings*](#)

TREATMENT TYPE: NECKDOWN

Description: Treatments that **narrow the street at the crosswalk**, creating a **shorter crossing distance** for pedestrians and calming traffic speeds. Sometimes referred to as a **curb extensions**

Geometry: Node

Next Step: [*Specific Treatment Types: Neckdowns*](#)



TREATMENT TYPE: SIDEWALK EXPANSION

Description: An extension of the sidewalk space for the length of the block (not at crossings)

Geometry: Segment

Example: E 60th St, Manhattan

Next Step: Note sq. ft. of **material** used, note cubic yds.



TREATMENT TYPE: PEDESTRIAN PLAZA



Description: Only signifies street furniture addition to a public space; note ped space addition as separate treatment

Geometry: Node or segment

Example: Hudson St, MN

Next Step: Note sq. ft. of **material** used, cubic yds.

TREATMENT TYPE: PEDESTRIAN REFUGE ISLAND



Description: An island in the roadway where pedestrians can wait for their light without standing in a moving vehicle lane. Often placed in the middle of a 2-way street or between a protected bike lane and moving traffic lane

Geometry: Node

Example: Prospect Park West, Brooklyn

Next Step: Note sq. ft. of **material** used, cubic yds.

TREATMENT TYPE: OTHER PEDESTRIAN SPACE

Description: A **unique pedestrian space** that is different in size or shape than the treatments described above. For example; an **atypically large** curb extension

Example: Park Circle, Brooklyn

Next Step: Note sq. ft. of **material** used, note cubic yds.



SPECIFIC TREATMENT TYPES: CROSSWALK MARKINGS (NEW OR UPGRADED)

SPECIFIC CROSSWALK MARKING TYPE: STANDARD



Description: Two painted lines spanning the width of the street

Geometry: Node or segment (for midblock crossings)

Next Step: Note total number of crosswalks for all selected nodes or segments

SPECIFIC CROSSWALK MARKING TYPE: HIGH VISIBILITY (HIGH VIS)

Description: Striped lines painted across the width of the road

Geometry: Node or segment (for midblock crossings)

Example: S 3rd St, Brooklyn

Next Step: Note total number of crosswalks for all selected nodes or segments



SPECIFIC TREATMENT TYPES: NEW CROSSINGS

SPECIFIC NEW CROSSING TYPE: SIGNALIZED



Description: Facilitates pedestrian or bicycle crossings through the use of **signals that indicate when a pedestrian can walk or a bicyclist can ride** across the intersection

Geometry: Node

Example: Grand Army Plaza, Brooklyn

SPECIFIC NEW CROSSING TYPE: STOP CONTROLLED

Description: Facilitates pedestrian crossings through the use of a **stop sign** that requires moving traffic to stop ahead of the crosswalk and allows pedestrians to cross

Geometry: Node



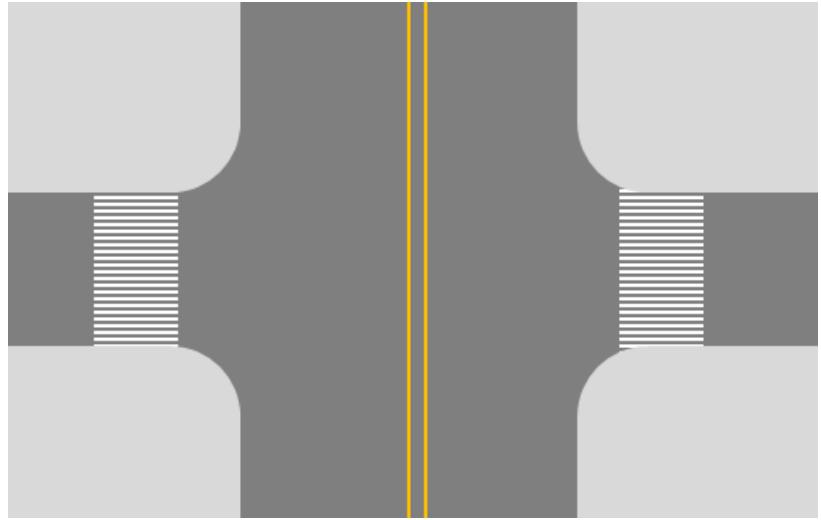
SPECIFIC NEW CROSSING TYPE: UNCONTROLLED CROSSING

Description: A crossing with **no crossing controls** (i.e., stop sign or signal)

SPECIFIC NEW CROSSING TYPE: CROSSING ON MINOR

Description: A crosswalk **on a minor road that intersects with a major road**

Geometry: Node



SPECIFIC NEW CROSSING TYPE: ENHANCED CROSSING

Description: Crossings marked by **paint markings and signs**

Geometry: Node

SPECIFIC TREATMENT TYPES: NECKDOWNS

SPECIFIC NECKDOWN TYPE: APPROACH

Description: Slows traffic and shortens crossing distance at the **exiting end of a roadway**

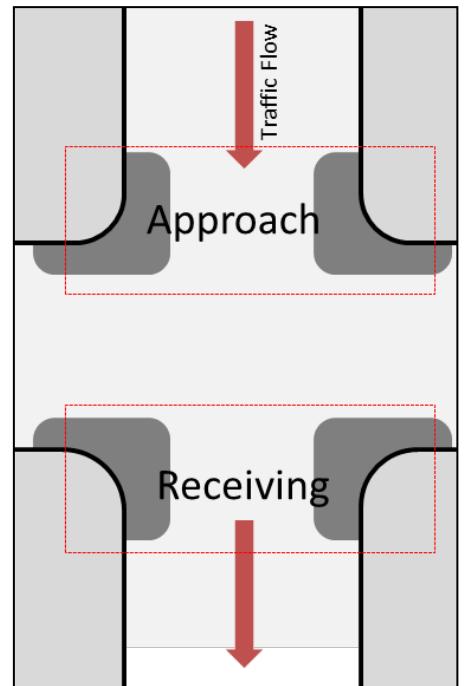
Geometry: Node

SPECIFIC NECKDOWN TYPE: RECEIVING

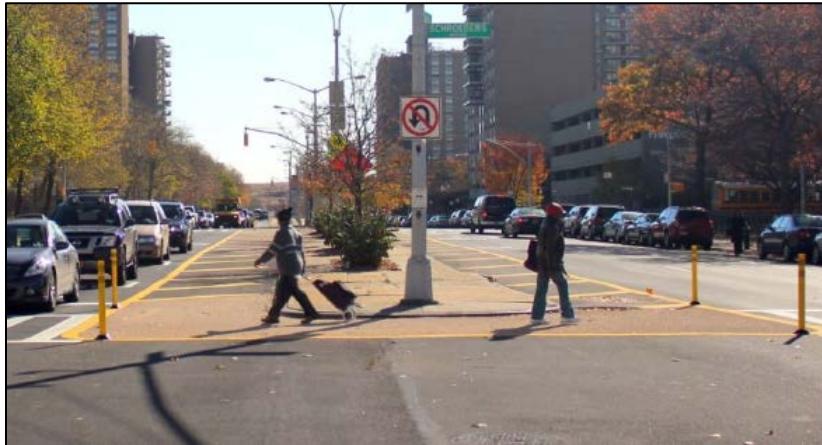
Description: Slows traffic and shortens crossing distance at **entrance of a roadway**

Geometry: Node

Next Step: Note sq. ft. of **material** used, note cubic yds.



SPECIFIC NECKDOWN TYPE: BOTH



Description: A neckdown that **slows traffic at the receiving and approaching ends simultaneously** (i.e., at the median)

Geometry: Node

Notes: Median tips that shorten crossing distances are characterized as neckdowns

Example: Neckdowns (+ flush median modification + median tips) – Pennsylvania Ave, Brooklyn

MATERIAL TYPE: SIDEWALK EXPANSIONS / PEDESTRIAN PLAZA / NECKDOWN / PEDESTRIAN REFUGE ISLANDS / OTHER PEDESTRIAN SPACE

MATERIAL TYPE: GRAVEL



Example: Bleecker St and 7th Ave, Manhattan

MATERIAL TYPE: CONCRETE



Example: Grand Concourse and Mosholu Parkway, The Bronx

MATERIAL TYPE: PAINT



Example: Reservoir Oval, The Bronx

TURN RESTRICTIONS

1. Select *Restriction Direction*:
 - a. **Left Turn (Added or Removed)**
 - b. **Right Turn (Added or Removed)**
 - c. **Both Turns (Added or Removed)**
2. Select *Timing*:
 - a. **Rush Hour**
 - b. **Standard**

RESTRICTION DIRECTION

RESTRICTION DIRECTION: LEFT TURN (ADDED OR REMOVED)

Description: Banning a left turn

Geometry: Node

Next Step: [Restriction Timing](#) and indicate total number for all selected nodes



RESTRICTION DIRECTION: RIGHT TURN (ADDED OR REMOVED)

Description: Banning a right turn

Next Step: [Restriction Timing](#) and indicate total number for all selected nodes

RESTRICTION DIRECTION: BOTH TURNS (ADDED OR REMOVED)

Description: Banning both right and left turns

Next Step: [Restriction Timing](#) and indicate total number for all selected nodes

RESTRICTION TIMING

RESTRICTION TIMING: RUSH HOUR

Description: Turns are restricted only during certain hours

RESTRICTION TIMING: STANDARD

Description: Turns are always restricted

TRAFFIC CONTROLS

1. Select *Treatment Type*:
 - a. **Signal Hardware (Added or Removed)**
 - b. **Signal Timing Change (Added or Removed)**
 - c. **Stop Signs**
 - d. **Bike Stop Signs**
2. Select *Hardware Type / Timing Change*:
 - a. Signal Hardware (Added or Removed)
 - i. **APS (Accessible Pedestrian Signal)**
 - ii. **Standard**
 - iii. **P5**
 - iv. **Bike**
 - v. **Countdown**
 - vi. **Turn Signal**
 - b. Signal Timing Change (Added or Removed)
 - i. **LBI (Leading Bike Interval)**
 - ii. **LPI (Leading Pedestrian Interval)**
 - iii. **Bus**
 - iv. **Traffic Timing Changes**
 - v. **Split Phase**
 - vi. **Turn Signal**
 - c. **Stop Sign Details**
 - i. **All-Way**
 - ii. **On Minor**

TREATMENT TYPES

TREATMENT TYPE: SIGNAL HARDWARE (ADDED OR REMOVED)

Description: Physical structure that **signals** pedestrians, bicycles, and automobiles

Geometry: Node

Next Step: [Signal Hardware Type](#)

TREATMENT TYPE: SIGNAL TIMING CHANGE (ADDED OR REMOVED)

Description: Indicate whether any signal timing changes were **added** or **removed** at the project site

Geometry: Node

Next Step: [Signal Timing Change](#)

TREATMENT TYPE: STOP SIGNS

Description: Standardized signs that **require vehicles to come to a complete stop** before entering an intersection

Geometry: Node

Next Step: [Details](#)



TREATMENT TYPE: BIKE STOP SIGNS

Description: Stop Signs on a bike facility that signal bikes to stop

Geometry: Node

Example: Hudson River Greenway, Manhattan

Next Step: Note total number of signs for all selected nodes



SIGNAL HARDWARE TYPE

APS (ACCESSIBLE PEDESTRIAN SIGNAL)

Signals that communicate WALK and DON'T WALK information in **non-visual** (i.e., audio) formats for blind or low vision pedestrians

Next Step: Note total number of for all selected nodes



STANDARD

A traffic signal with a red, amber, and green light **signaling vehicles whether to stop or go through an intersection.**



Note: Count # of single heads added or modified.

Next Step: Note total number of for all selected nodes

P5

Pedestrian crossing signal

Example: Morningside Ave, Manhattan

Next Step: Note total number of for all selected nodes



BIKE

A signal specifically **used in a bike lane for bicyclists.**



Example: Hudson River Greenway, Manhattan

Next Step: Note total number of for all selected nodes

COUNTDOWN

Pedestrian crossing signals with a **countdown timer**

Next Step: Note total number of for all selected nodes



TURN SIGNAL

An **arrow-shaped signal** that indicates to motorists when they can and cannot make a left or right turn

Next Step: Note total number of for all selected nodes



SIGNAL TIMING CHANGE

SIGNAL TIMING CHANGE: LBI (LEADING BIKE INTERVAL)

Description: A bike signal **turns green before the green light for motor vehicle traffic**, giving bicyclists a head start through the intersection

SIGNAL TIMING CHANGE: LPI (LEADING PEDESTRIAN INTERVAL)

Description: The **WALK** signal **illuminates 7 seconds before the green light** for motor vehicle traffic, giving pedestrians a head start across the intersection

SIGNAL TIMING CHANGE: BUS

Description: A signal for the bus lane **turns green before the green light for other motor vehicle traffic**, giving the bus a head start through the intersection

SIGNAL TIMING CHANGE: TRAFFIC TIMING CHANGES

Description: Any change in signal timing to **accommodate vehicular traffic**

SIGNAL TIMING CHANGE: SPLIT PHASE

Description: On a two-way road, **one direction gets a green light several seconds before the other direction**. Typically a treatment used when one direction has higher traffic volumes than the other direction

SIGNAL TIMING CHANGE: TURN SIGNAL

Description: A timing change that **accommodates a left or right turn** signal

DETAILS: STOP SIGN

STOP SIGNS DETAILS: ALL-WAY



Description: Stop Signs that require **all moving lanes** of traffic entering an intersection to stop

Geometry: Node or Segment

Next Step: Note total number of signs for all selected segments or nodes

STOP SIGNS DETAILS: ON MINOR

Description: Stop Signs that only require **traffic approaching a major street from a minor intersecting street** to stop before turning or crossing

Geometry: Node

Next Step: Note total number of signs for all selected segments or nodes

