

typically used to convert a one-way traffic street into a two-way street, one direction being for motor vehicles and bikes, and the other being for bikes only.

5. **Left-Side Bike Lane.** A conventional bike lane placed on the left side of one-way streets or two-way median divided streets.
6. **Cycle Track.** An exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk.
7. **Raised Cycle Track.** A bicycle facility that is vertically separated from motor vehicle traffic, typically paired with a furnishing zone between the cycle track and motor vehicle travel lane and/or pedestrian area, and allowing for one-way or two-way travel by bicyclists.
8. **Two-Way Cycle Track.** A physically separated cycle track that allows bicycle movement in both directions on one side of the road.

B. Where installed, such bicycle facilities, as well as intersection treatments, bicycle signals, and bikeway signs and marking, must be designed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), plus the New York Supplement, and the Urban Bikeway Design Guide published by the National Association of City Transportation Officials (NACTO).

10.2.4 Intersection Treatments

A. Curb Ramps

1. At intersections, ADA-compliant curb ramps enabling persons with special mobility needs to safely cross a roadway must be installed.
2. Curb ramps that align with the crosswalk, consistent with the direction of pedestrian travel, are preferred.

B. Crosswalks

1. A crosswalk, defined as a lateral extension of a sidewalk through an intersection, may be marked or unmarked. Legally, crosswalks exist at all intersections (including T-intersections) unless specifically prohibited.
2. Marked crosswalks, delineating preferred crossing routes for pedestrians and alerting other road users where to expect crossing pedestrians, should generally be installed and maintained at high priority intersections where greater pedestrian visibility is desired, such as at school crossings, where two or more transit routes cross, where traffic volumes exceed 2,000 Vehicles Per Day (VPD), and at crossings in the N-1D, N-1C, N-1S, N-2C, and N-3C zones.
3. A marked crosswalk must align with curb ramps and be at least six feet in width. Where large volumes of pedestrians are expected at the intersection, high-visibility striping, such as continental striping, is preferred.

C. Curb Extensions

1. Curb extensions (also known as “bump-outs” or “bulb-outs”) extend the sidewalk out into the street, usually to the edge of the on-street parking lane. The feasibility of curb extensions should be evaluated whenever curb ramps are installed or an intersection is reconstructed or reconfigured, giving careful consideration to potential impacts on delivery access, garbage and snow removal, and street sweeping.
2. Where installed, a curb extension may extend no greater than one foot less than the width of the parking lane. A curb extension must be at least 15 feet in length or, in the case of a curb extension designed to accommodate transit passenger boarding and alighting, long enough to encompass the front and rear doors of the transit vehicles that will use the curb extension.
3. The design and placement of street furniture,