

# West 29<sup>th</sup> / West 30<sup>th</sup> Street Greenway Connections





# DOT Background (2007-2010)

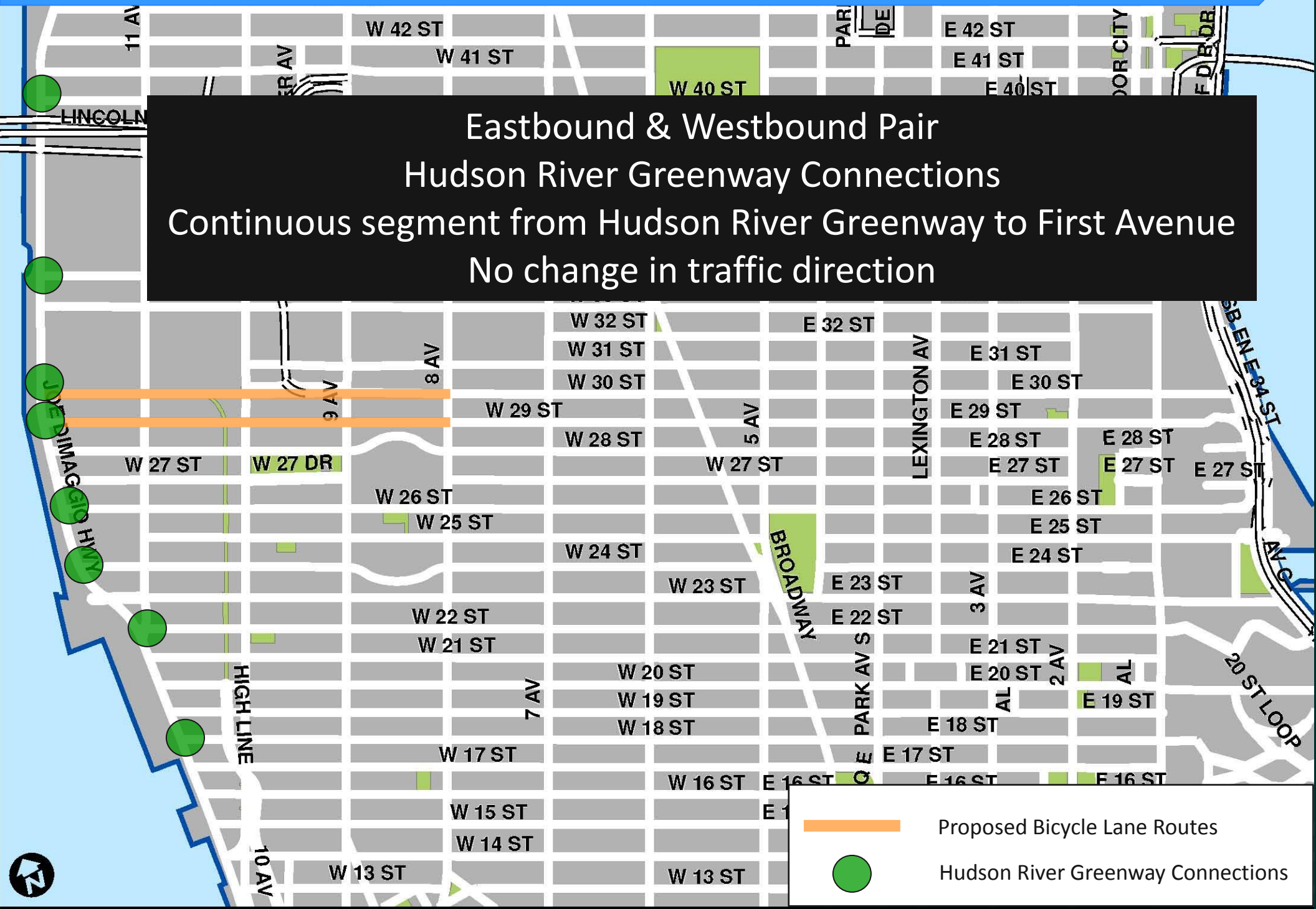


- **+250 miles** of bicycle routes installed (2007-2010)
- **+87% increase** in commuter cycling (2007-2010)
- **6.4% decrease** in all road users injuries/fatalities (2006-2009)



# Existing Conditions - 29<sup>th</sup> and 30<sup>th</sup> Streets

Eastbound & Westbound Pair  
Hudson River Greenway Connections  
Continuous segment from Hudson River Greenway to First Avenue  
No change in traffic direction



# Existing Conditions – 9<sup>th</sup> Ave to 12<sup>th</sup> Ave

## Land Use

- Industrial/Commercial
  - USPS Postal Annex
  - Bus Depots and Layover Areas

## Connections

- Hudson River Greenway
- Lincoln Tunnel (W. 30<sup>th</sup> St)
- Crosstown to First Avenue

## Safety

- W. 30<sup>th</sup> St: **89<sup>th</sup> percentile** – serious injury / fatality ranking
- W. 29<sup>th</sup> St: Recent cyclist fatality

## Geometry

- Typical: One travel lane, two parking lanes
- Exception: Four travel lanes, two parking lanes - W. 30<sup>th</sup> St  
(btw. 10<sup>th</sup> and 9<sup>th</sup> Aves)





# Existing Conditions – 8<sup>th</sup> Ave to 9<sup>th</sup> Ave

## Land Use

- Residential/Light Commercial
- High-density Penn South Co-op Housing

## Connections

- Hudson River Greenway

## Geometry

- 30<sup>th</sup> St: One travel lane, two parking lanes
- 29<sup>th</sup> St: Two travel lanes, two parking lanes

## 12-hour Bicycle Volumes (7a-7p)

Street	Volumes
W. 29 <sup>th</sup> St	138
W. 30 <sup>th</sup> St	260

Source: ATI Data, October 14, 2010 btw. 8<sup>th</sup>/9<sup>th</sup> Aves



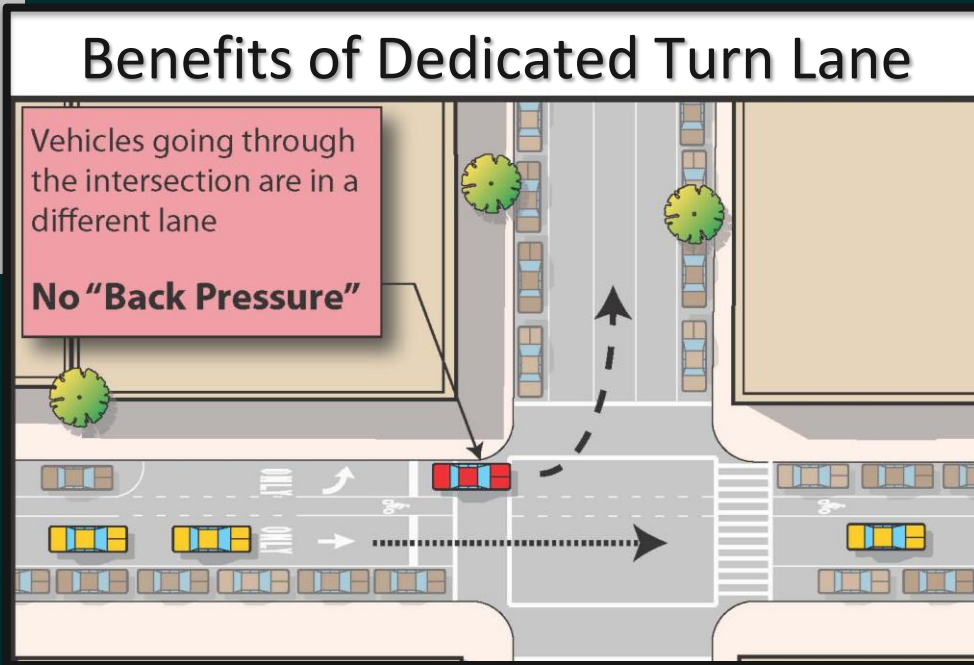
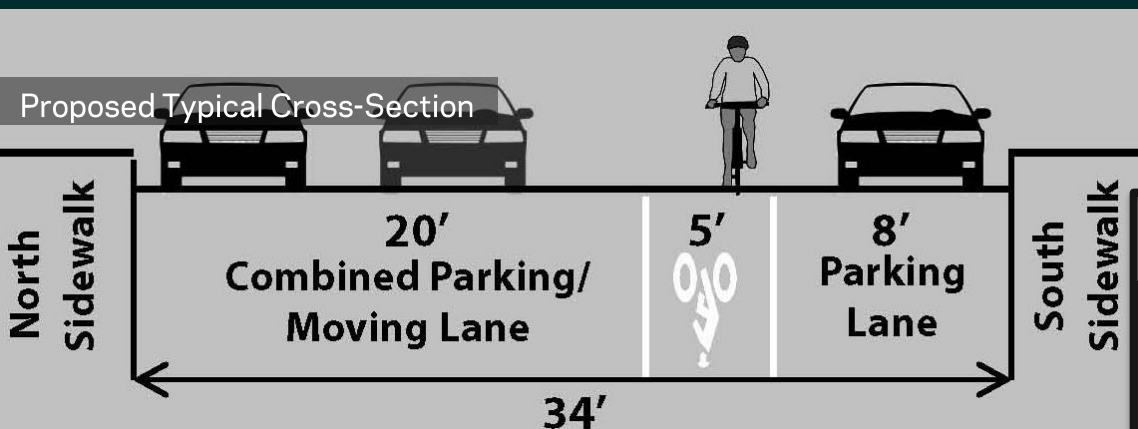
W. 30<sup>th</sup> (8<sup>th</sup>/9<sup>th</sup> Aves)



W. 29<sup>th</sup> (8<sup>th</sup>/9<sup>th</sup> Aves)

# Proposed Improvements

- Install dedicated bicycle lane on south side of 29<sup>th</sup> and 30<sup>th</sup> streets  
Between 8<sup>th</sup> and 12<sup>th</sup> Avenues
- Install 7 dedicated turn lanes  
Installed at all avenues except 30<sup>th</sup> St @ 9<sup>th</sup> Ave (2 existing right-turn lanes)
- Removing approximately 8 parking spaces at 2 locations  
All No Standing or No Parking regulations: 29<sup>th</sup> St @ 11<sup>th</sup> Ave and 30<sup>th</sup> St @ 10<sup>th</sup> Ave





# Proposed Improvements

## Typical Proposed Bicycle Facility Design



Expected installation: Fall 2011

Questions?

**Thank  
You**