CATHERINE ST AND MARKET ST COMMUNITY BIKE NETWORK

Presented to Manhattan Community Board 3
January 8, 2019
Project Goals

- Create a community bike network within the Two Bridges Community that:
  - Creates connections from the Manhattan Bridge to the East River Greenway bike path
  - Establishes connections to community facilities such as Coleman Sq Playground, Martin F. Tanahey Playground, Catherine Slip Park, Alfred E. Smith Recreation Center, Murry Bergtraum Softball Field, and PS 261
  - Supports CitiBike ridership in the community by connecting to the bike share stations
Cycling Trip Types in New York City

To understand the needs of cyclists and for the purposes of planning, cycle trips can be categorized in the following five categories:

- Neighborhood
- Commercial
- Commuter
- Recreation
- Sports
Bicycle Route Planning Criteria

The typical criteria employed to encourage more people to cycle are as follows:

- **Cohesive** – routes are continuous; origins and destinations are connected; integrated with other modes; freedom in route choice
- **Direct** – provide a route that is direct as possible; minimize detours
- **Safe** – provides limited conflict between cyclists and other; infrastructure helps prevent crashes
- **Comfort** – limit stress level, annoyance, nuisance and delay; avoid complicated maneuvers
- **Attractive** – Individual decision in route selection based on the specific travel purpose and can vary during time of day and trip purpose.
Proposed Routes

- Catherine St / Catherine Slip
- Market St / Market Slip
- Monroe St
- Cherry St
- Water St

No parking spaces will be removed.
Bike Volumes

Bicycle Traffic represents about 14% of the traffic on the street between 7am to 7pm.
Citi Bike Stations in Community

- Catherine Slip and Monroe Street
- Market Street and Cherry Street
DESIGN PROPOSAL
Catherine Street (East Broadway to Madison St)

Key Map

Before

No Standing Anytime

Combined Travel & Parking Lane

22'

3 Hr Commercial Parking

After

No Standing Anytime

Combined Shared & Parking Lane

22'

3 Hr Commercial Parking

Illustration of Proposed Design
Catherine Street (Madison St to Cherry St)

Key Map

Before

After

Illustration of Proposed Design
Catherine Slip (Cherry St to South St)

Key Map

Illustration of Proposed Design

Before

After
Design Proposal – Market Slip

Market Slip (South St to Water St)

Key Map

Illustration of Proposed Design

Before

After

20.5’ Combined Travel & Parking Lane

9’ Parking Lane

5’ Travel Lane

11’ Travel Lane

5’ Parking Lane
Market Slip (Water St to Cherry St)

Key Map

Before

After

Illustration of Proposed Design
Market Street (Cherry St to East Broadway)

Key Map

Before

Illustration of Proposed Design

After
Monroe St (Catherine St to Pike Slip)

Catherine St to Mechanics Alley

Before

![Before diagram showing 34' Combined Travel & Parking Lanes](image1)

After

![After diagram showing 9' Parking Lane, 5' Bike Lane, 11' Travel Lane, 9' Parking Lane](image2)

Mechanics Alley to Pike Slip

Before

![Before diagram showing 22' Travel Lane](image3)

After

![After diagram showing 22' Shared / Parking Lane](image4)

DESIGN PROPOSAL – Monroe Street
Cherry St (Catherine St to Pike Slip)

Before

After

DESIGN PROPOSAL – Cherry Street
Water St (Catherine to Market Slip)

Before

After

DESIGN PROPOSAL – Water Street
Benefits & Proposed Bike Routes and Facility Types

- Builds upon the neighborhood bike network
- Improves connections to community and recreation facilities
- Creates a connection between East Broadway and the East River Esplanade bikeway
- Creates safe, convenient cycling routes for all ages and abilities
Questions?

THANK YOU!