



LOWER MANHATTAN

Bike and Pedestrian Safety Improvements

Presented to Manhattan Community Board 1
March 13, 2017



LOWER MANHATTAN Bike and Pedestrian Safety Improvements

1. Centre St / Park Row

Existing Bike Routes

Safety Issues

Existing Conditions

Proposed Design

Summary

2. Lower Manhattan Bike Network

Proposed Routes

Proposed Design

Summary



CENTRE ST / PARK ROW

1

Existing Bike Routes

Centre St / Park Row

Existing signed route to bridge from Battery Park and Financial District requires that cyclists take

- **Substantial detour**
- **Challenging section of Church St**





Inconvenient Route to Bridge Leads to Dangerous Wrong-way Cycling on Park Row

1,647 Cyclists Daily
(12-hour count, Oct 2015)

461 Against Traffic (28%)

148 On Sidewalk (9%)



Sidewalk Conflict

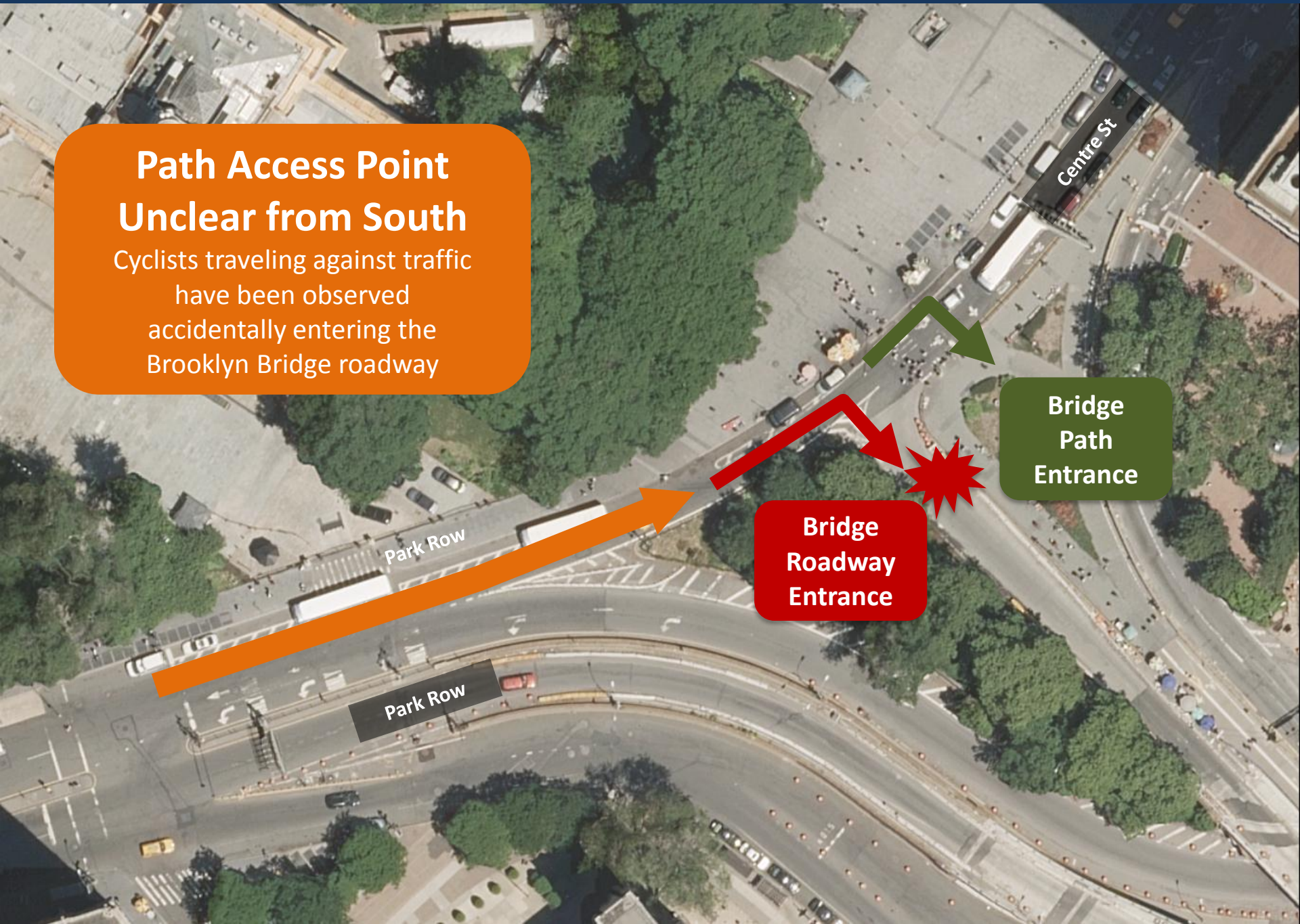
People bike on crowded sidewalk to avoid riding against traffic on Centre St toward bridge

Path Access Point Unclear from South

Cyclists traveling against traffic
have been observed
accidentally entering the
Brooklyn Bridge roadway

Bridge
Path
Entrance

Bridge
Roadway
Entrance



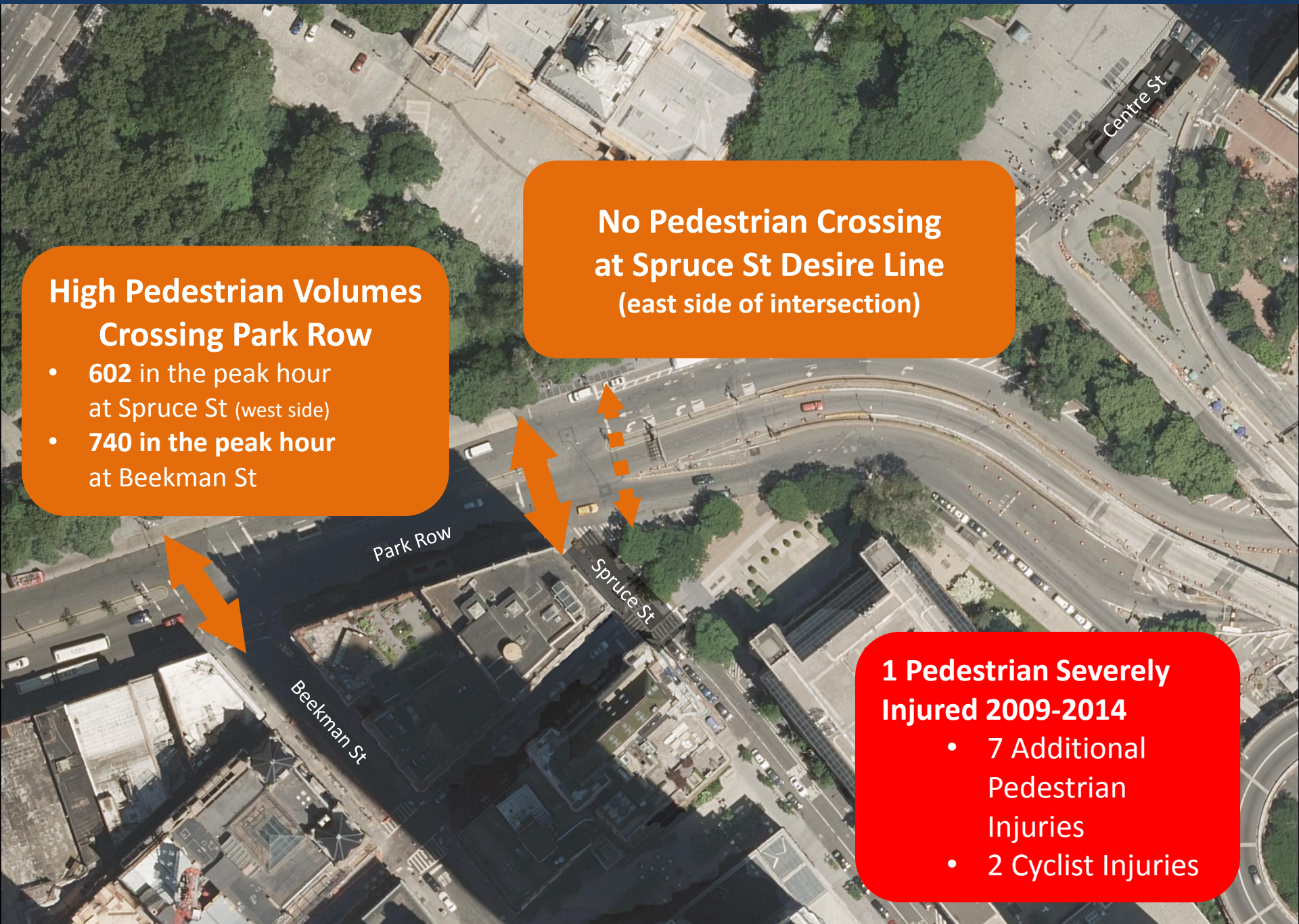
High Pedestrian Volumes Crossing Park Row

- 602 in the peak hour at Spruce St (west side)
- 740 in the peak hour at Beekman St

No Pedestrian Crossing at Spruce St Desire Line (east side of intersection)

1 Pedestrian Severely Injured 2009-2014

- 7 Additional Pedestrian Injuries
- 2 Cyclist Injuries

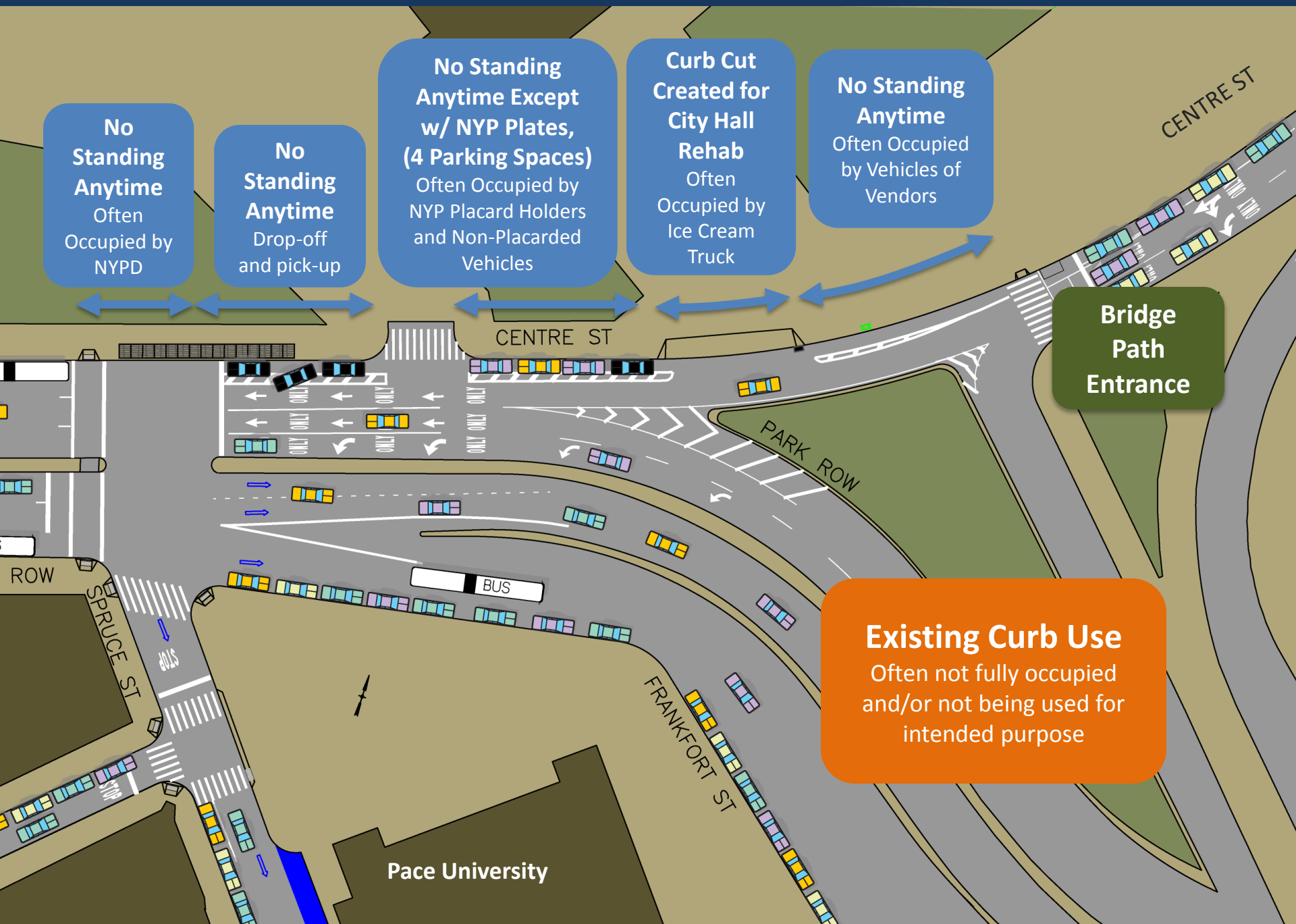




In the peak hour
55 pedestrians cross
Park Row on the east
side of Spruce St despite
lack of pedestrian
crossing and existing
signage

Existing Conditions – Parking

Centre St / Park Row



No Standing Anytime
Often Occupied by NYPD

No Standing Anytime
Drop-off and pick-up

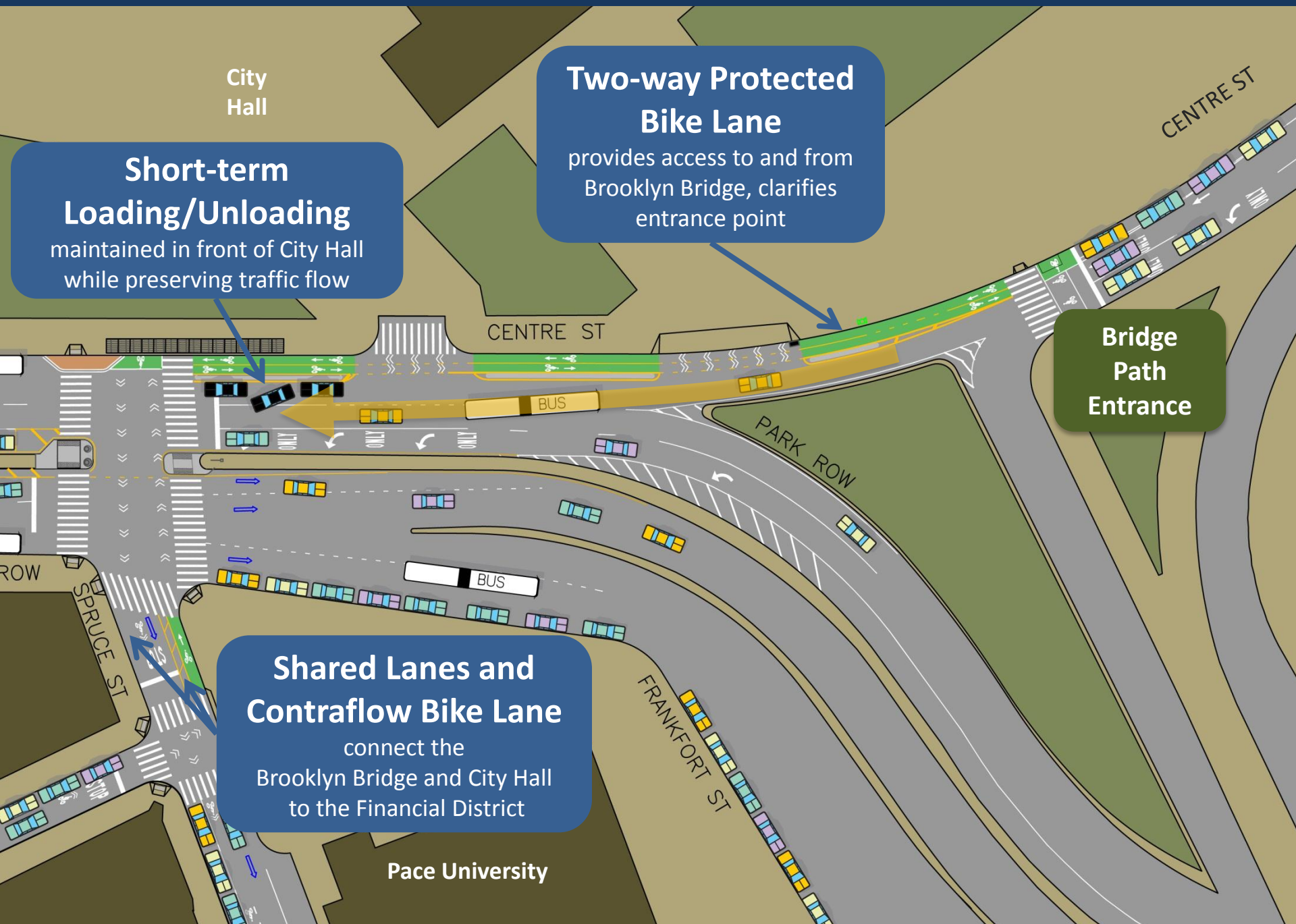
No Standing Anytime Except w/ NYP Plates, (4 Parking Spaces)
Often Occupied by NYP Placard Holders and Non-Placarded Vehicles

Curb Cut Created for City Hall Rehab
Often Occupied by Ice Cream Truck

No Standing Anytime
Often Occupied by Vehicles of Vendors

Bridge Path Entrance

Existing Curb Use
Often not fully occupied and/or not being used for intended purpose



City
Hall

Two-way Protected Bike Lane

provides access to and from
Brooklyn Bridge, clarifies
entrance point

Short-term Loading/Unloading

maintained in front of City Hall
while preserving traffic flow

Bridge
Path
Entrance

Shared Lanes and Contraflow Bike Lane

connect the
Brooklyn Bridge and City Hall
to the Financial District

Pace University

Proposed Design – Parking Improvements

Centre St / Park Row

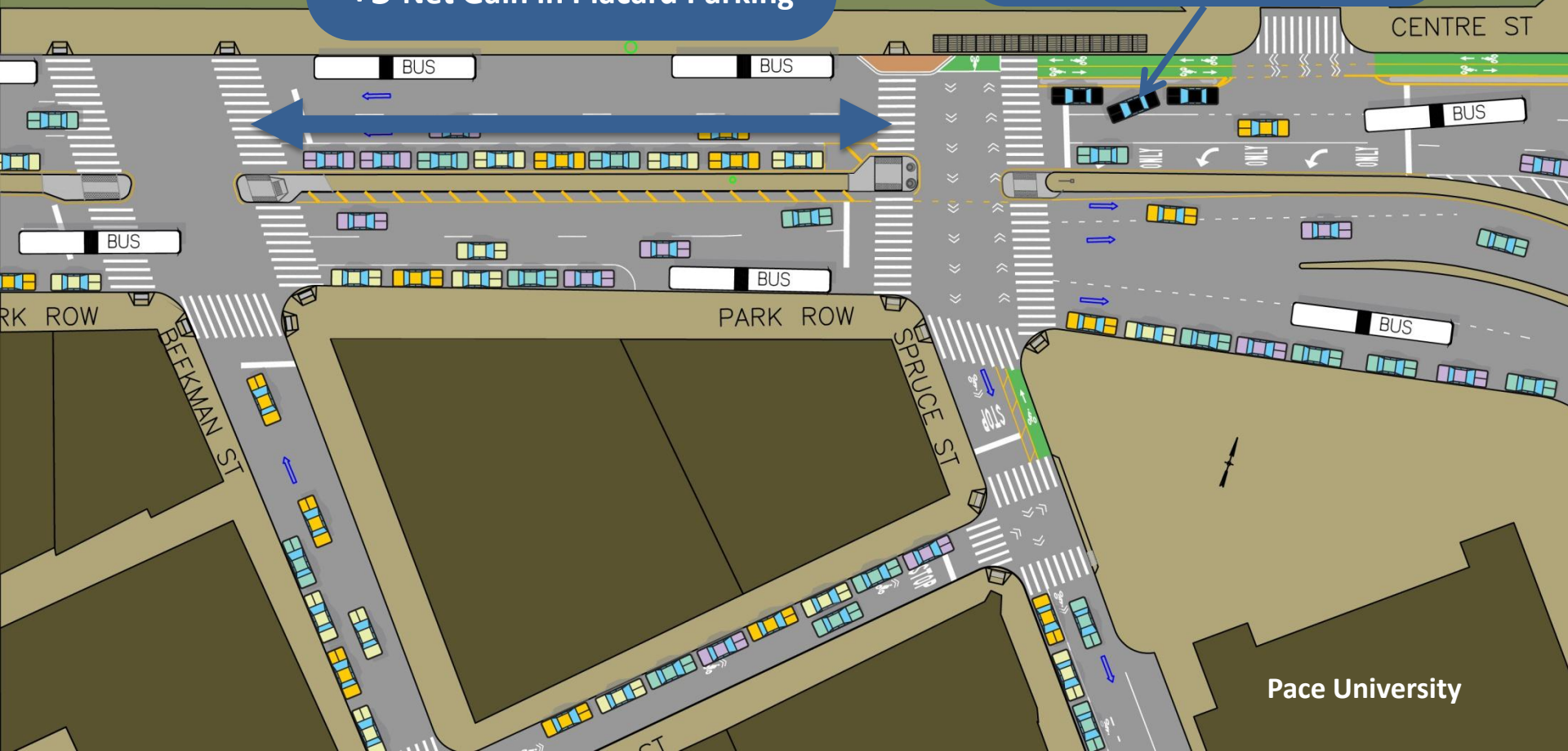
9 New Placard Parking Spaces

added along expanded median
to replace 4 spaces

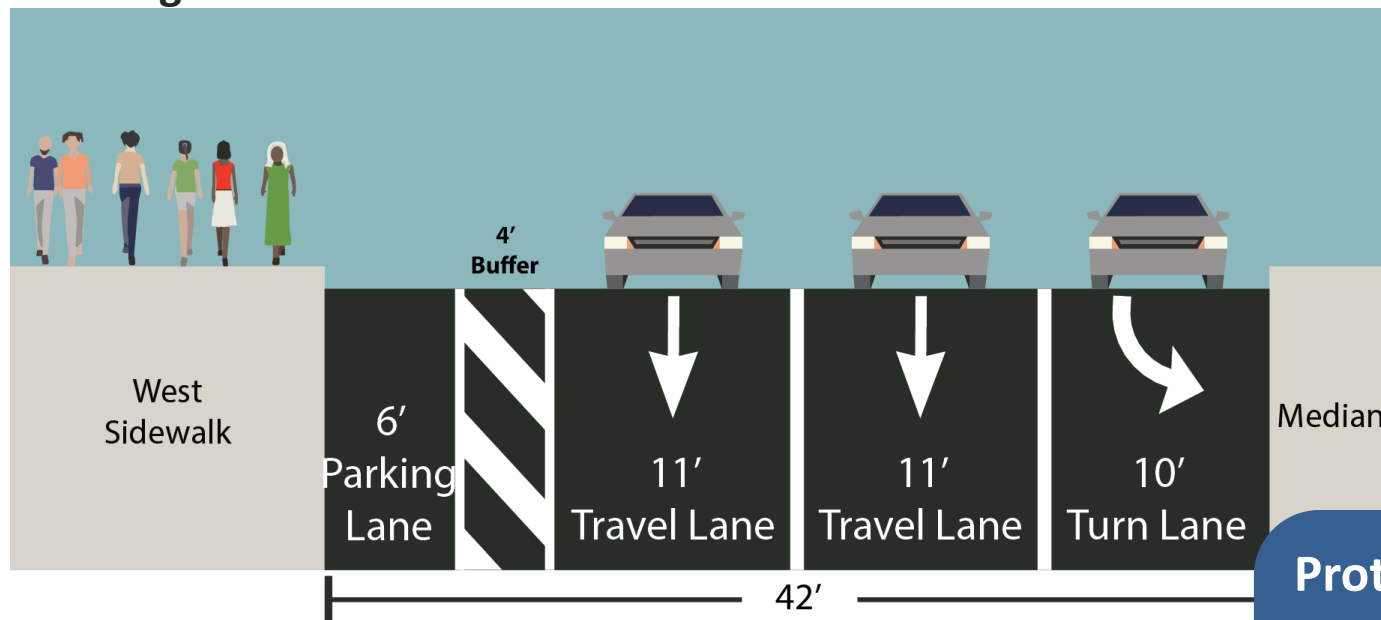
+5 Net Gain in Placard Parking

Short-term Loading/Unloading

maintained in front of City Hall
while preserving traffic flow

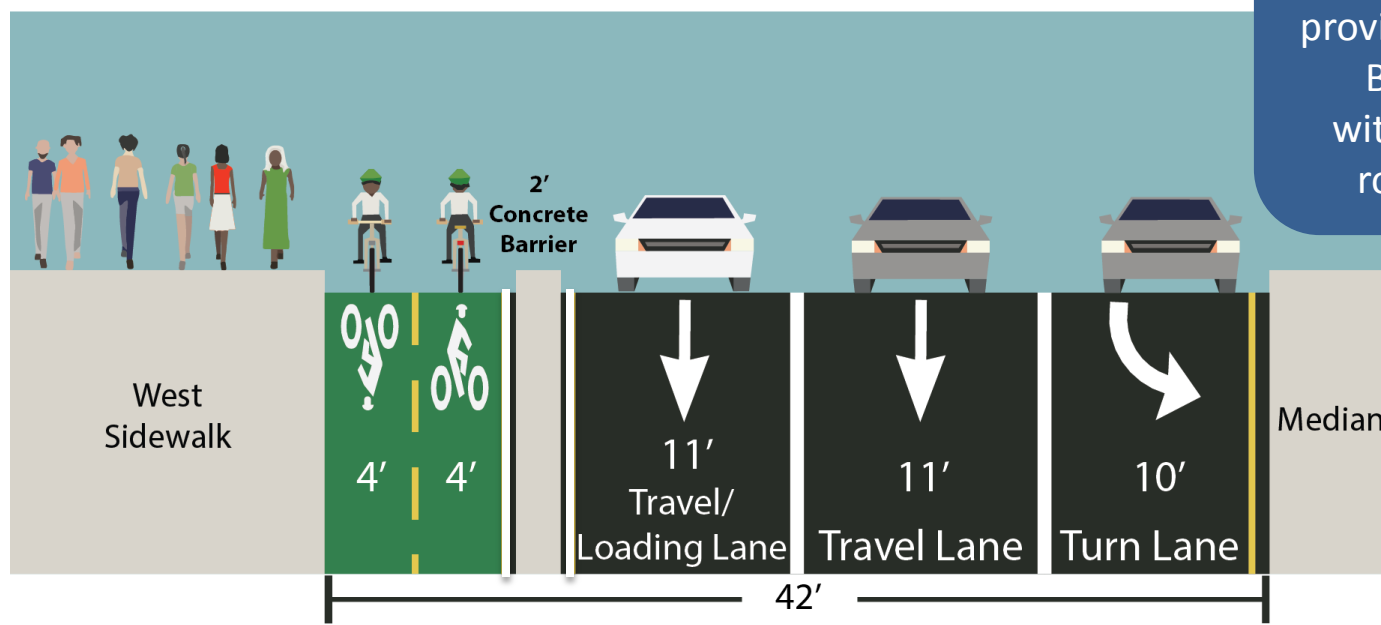


Existing



Protected Two-way Bike Lane

provides access to/from Brooklyn Bridge, with no reduction in roadway capacity

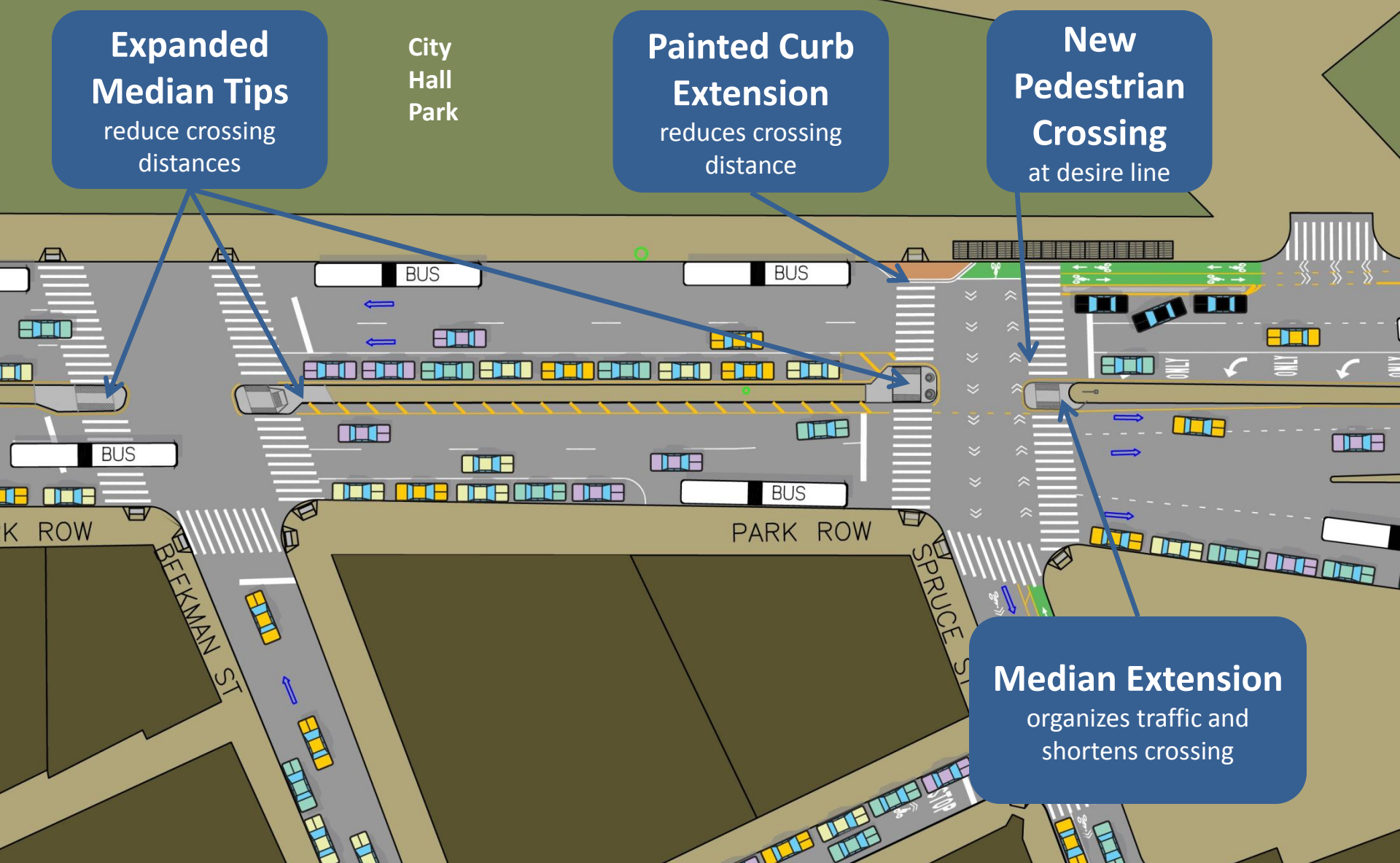




Proposed Centre St / Park Row
Two-way Protected Bike Lane

Proposed Design – Pedestrian Improvements

Centre St / Park Row



CENTRE ST / PARK ROW Project Summary

Bike Access to the Brooklyn Bridge

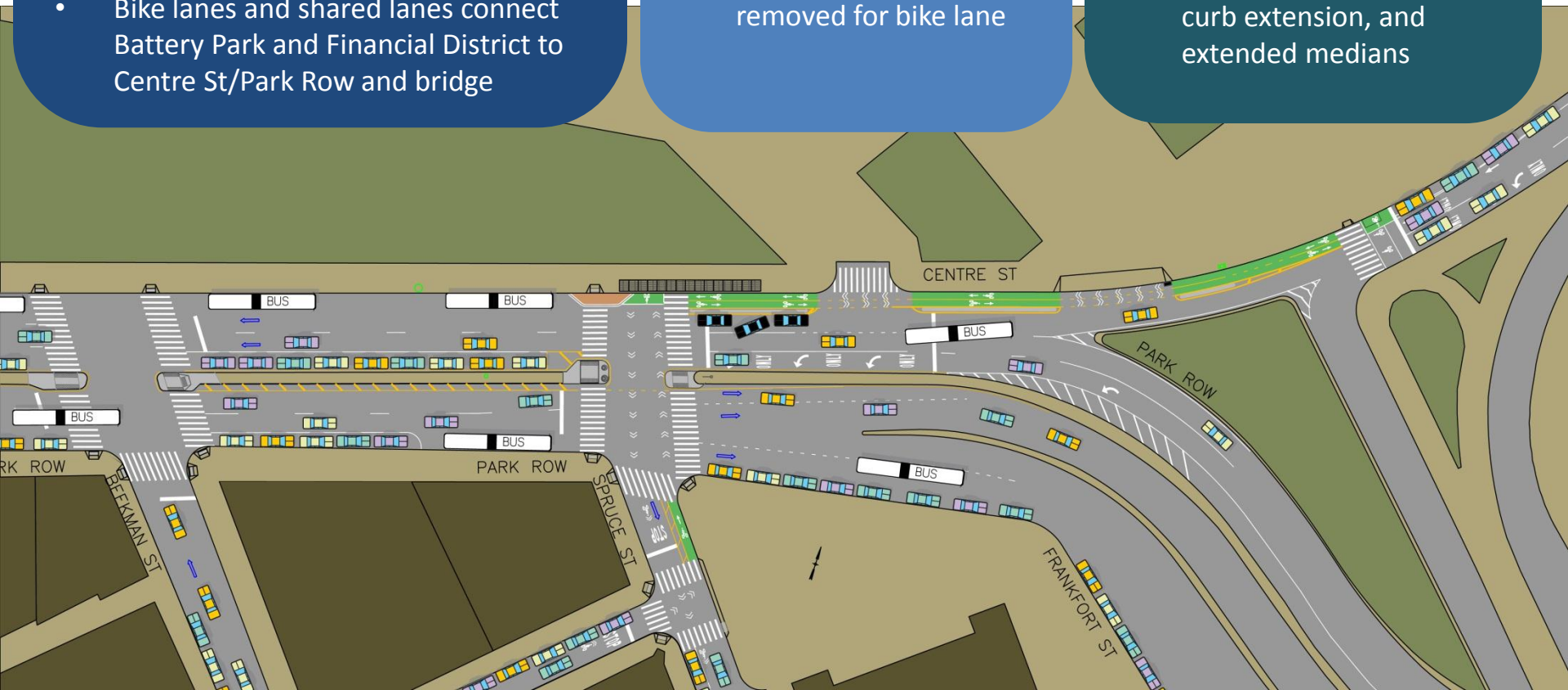
- Two-way protected bike lane provides safe, direct access to and from bridge path for 1,500+ cyclists daily
- 500+ cyclists riding contraflow or on sidewalk accommodated on street, improving safety for everyone
- Bike lanes and shared lanes connect Battery Park and Financial District to Centre St/Park Row and bridge

Parking Changes

- Short-term loading/unloading maintained in front of City Hall
- 9 new placard parking spaces on expanded median replace 4 placard parking spaces removed for bike lane

Pedestrian Crossings

- New pedestrian crossing at desire line on east side of intersection with Spruce St
- Pedestrian crossings at Spruce St and Beekman St shortened by expanded median tips, curb extension, and extended medians



LOWER MANHATTAN BICYCLE NETWORK

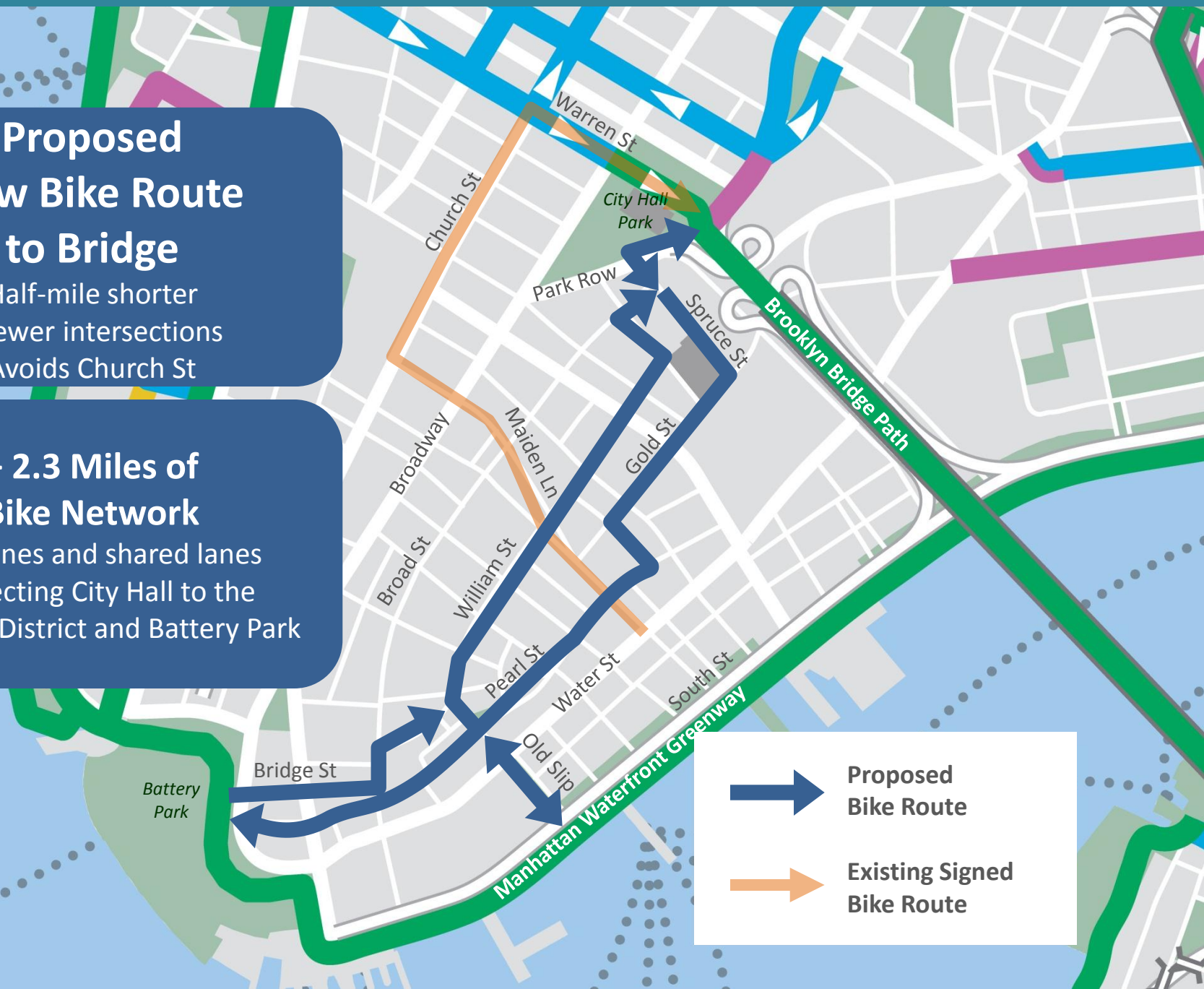
2

Proposed New Bike Route to Bridge

Half-mile shorter
4 fewer intersections
Avoids Church St

+ 2.3 Miles of Bike Network

Bike lanes and shared lanes connecting City Hall to the Financial District and Battery Park



Proposed Bike Route

Existing Signed Bike Route

Road Width

Limited Space for Bike Lanes

Complex Street Grid

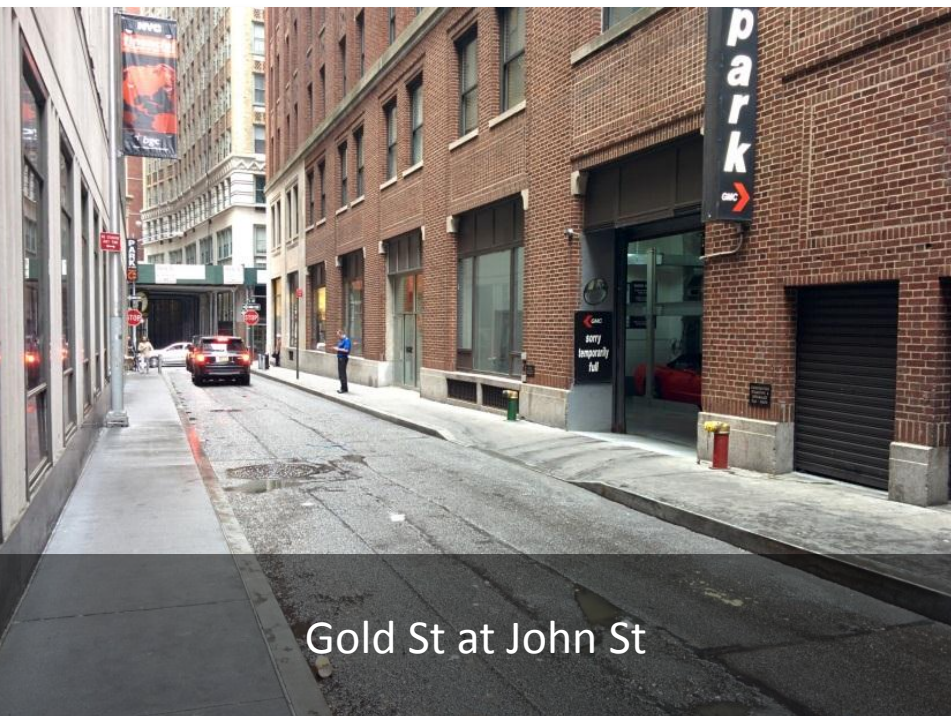
Need for Wayfinding

Curb Demand

Curb space needed for loading/unloading



William St at Platt St



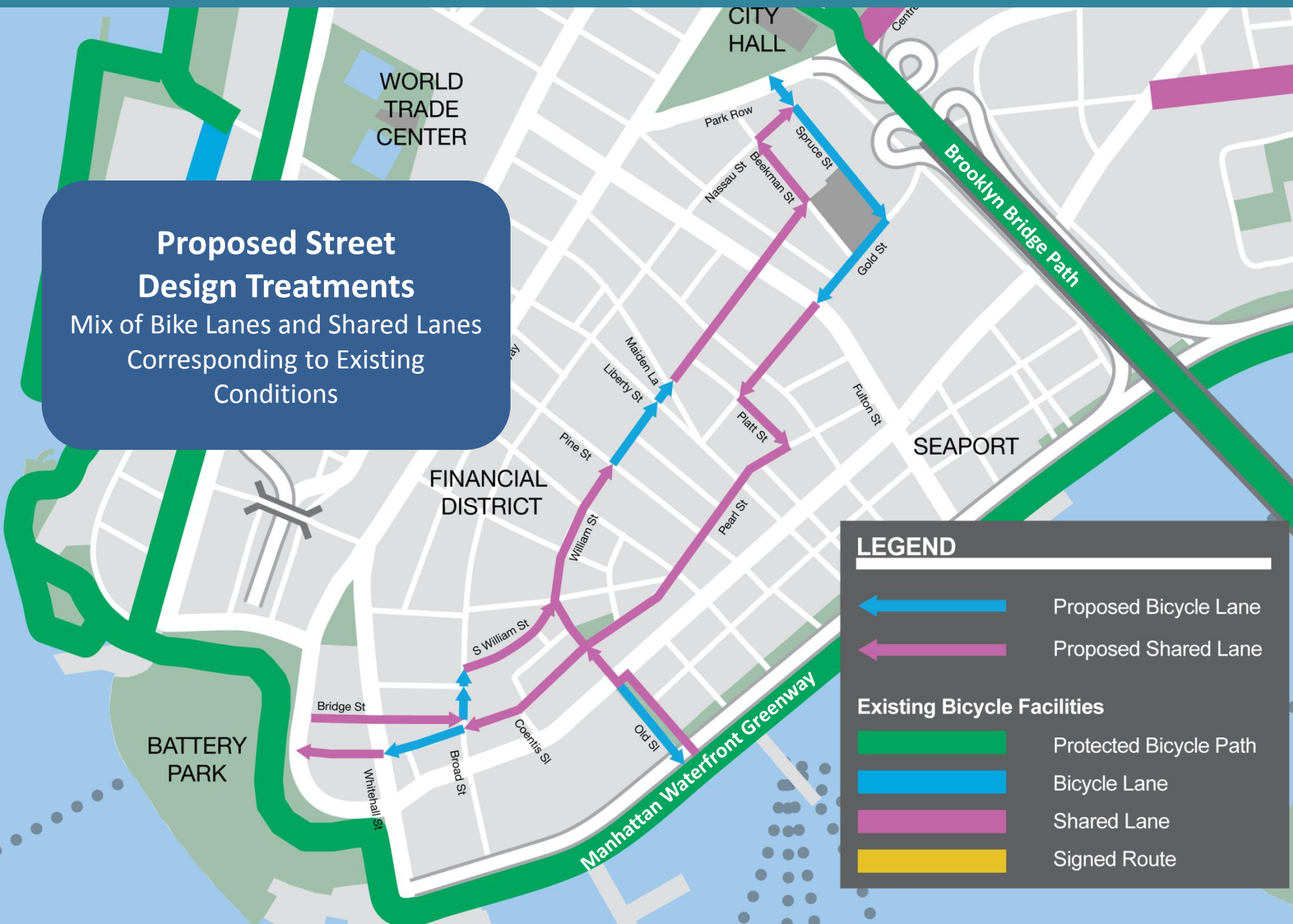
Gold St at John St





William St at Beaver St

Proposed Street Design Treatments

Mix of Bike Lanes and Shared Lanes
Corresponding to Existing Conditions



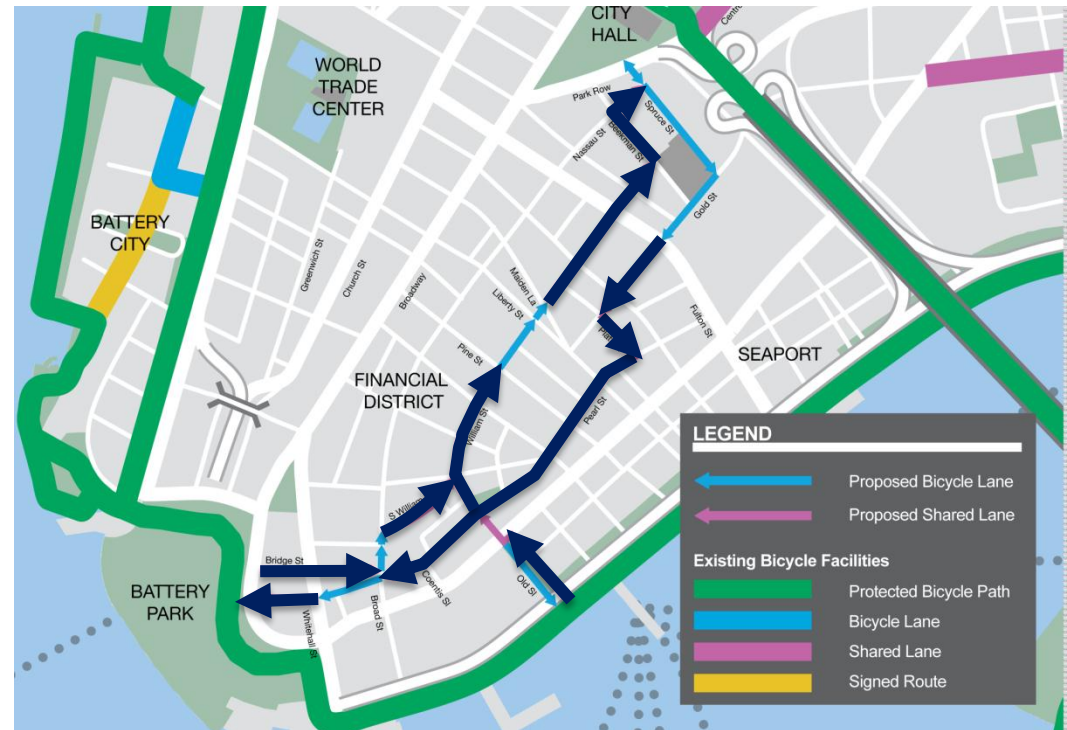
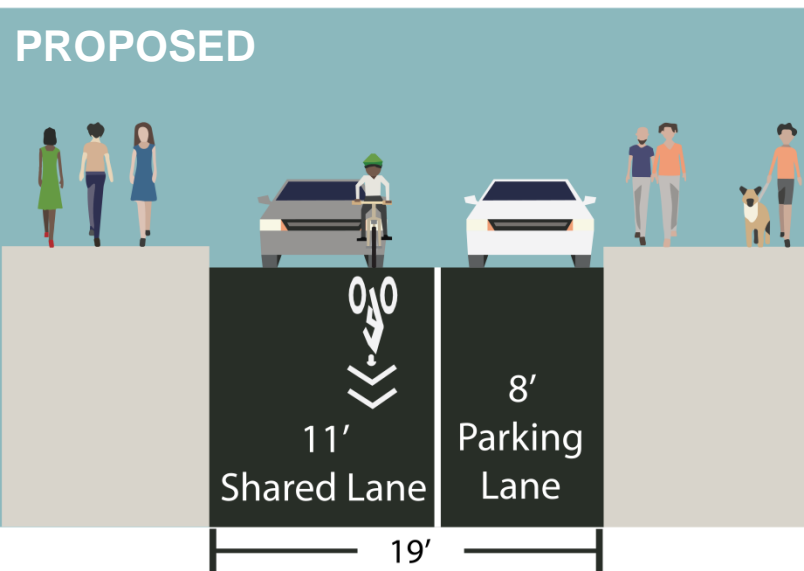
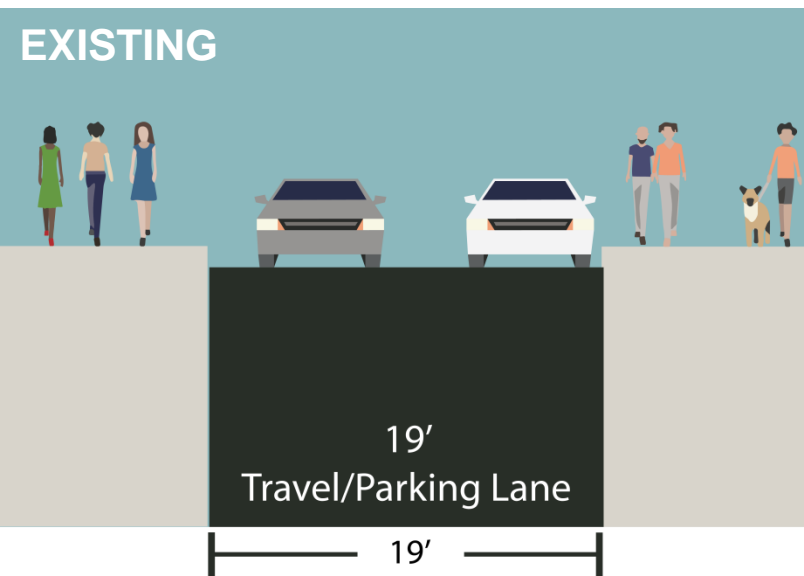
LEGEND

-  Proposed Bicycle Lane
-  Proposed Shared Lane

Existing Bicycle Facilities

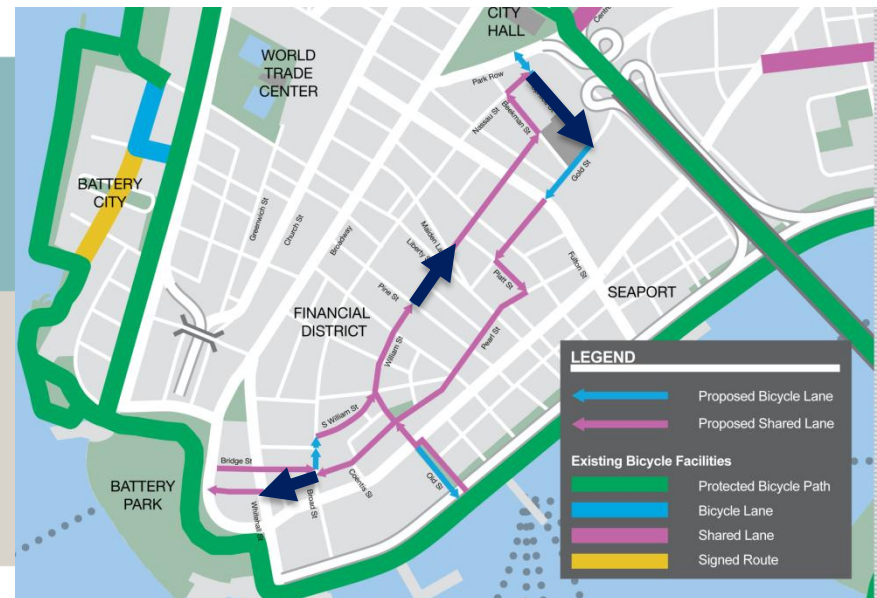
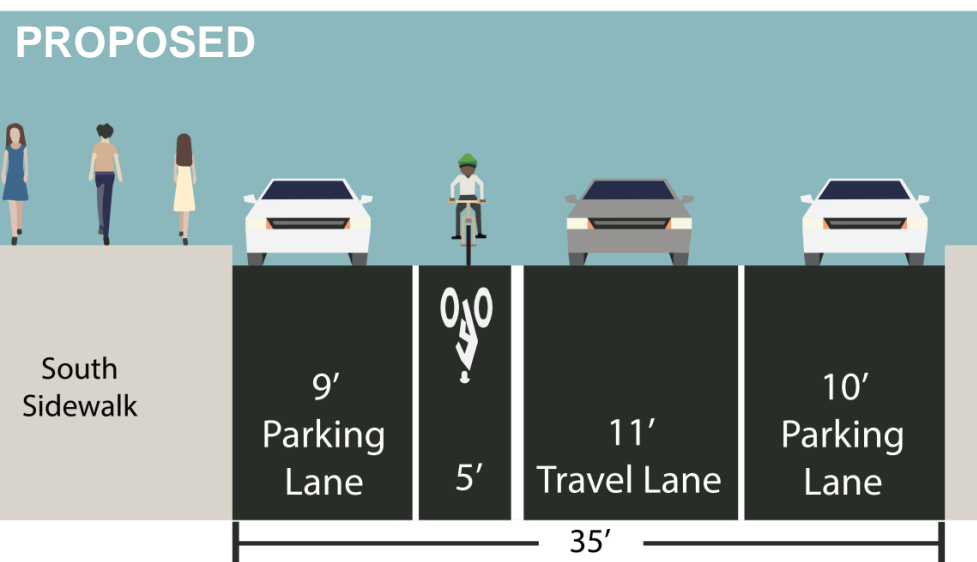
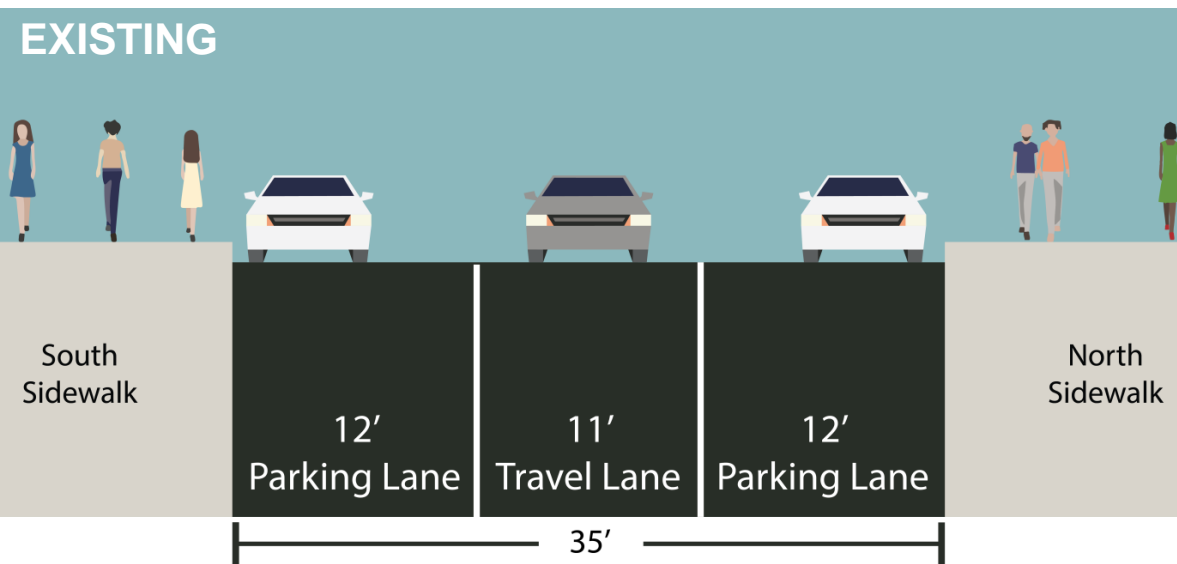
-  Protected Bicycle Path
-  Bicycle Lane
-  Shared Lane
-  Signed Route

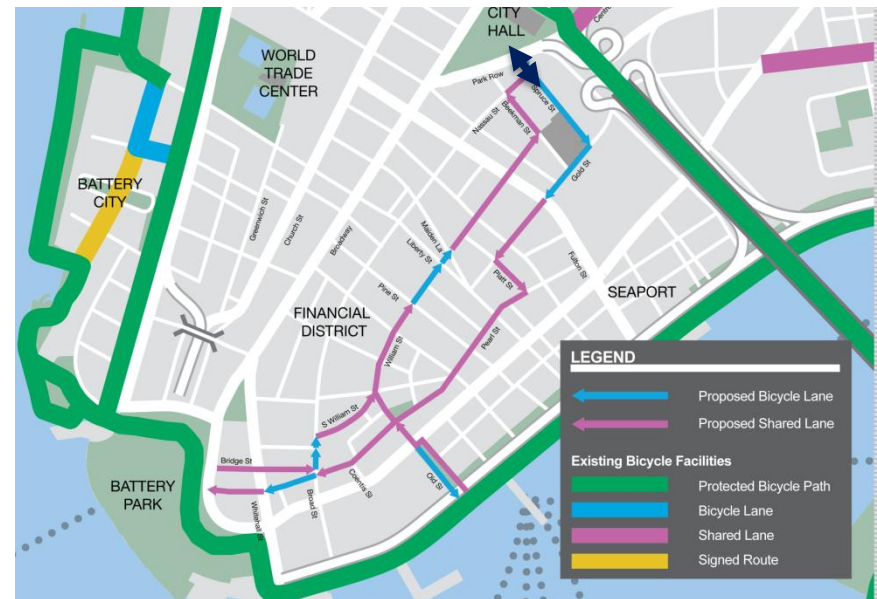
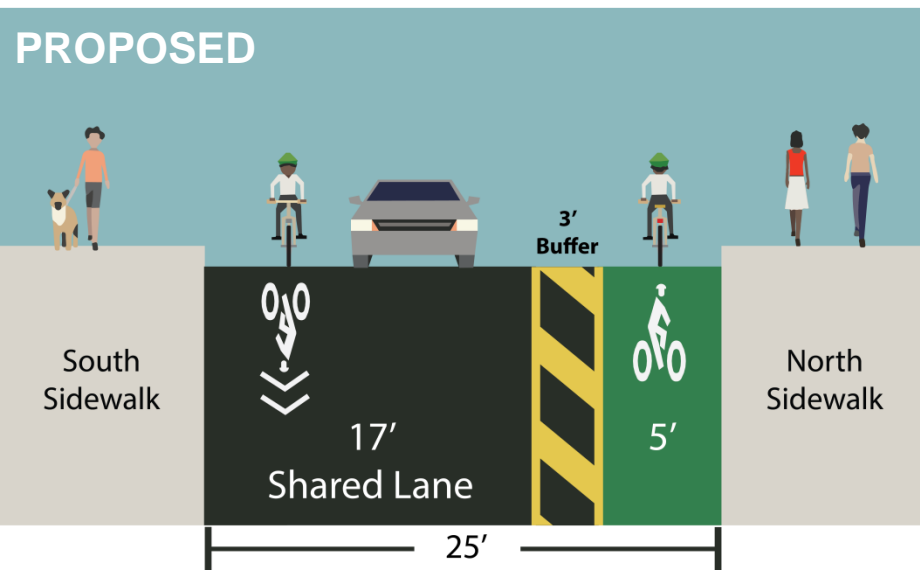
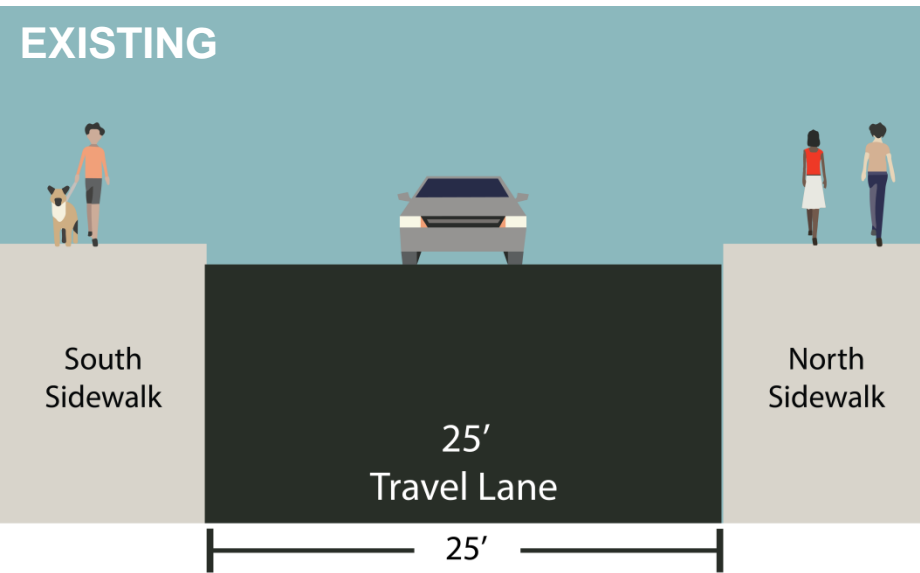
Proposed Design – Typical Shared Lane

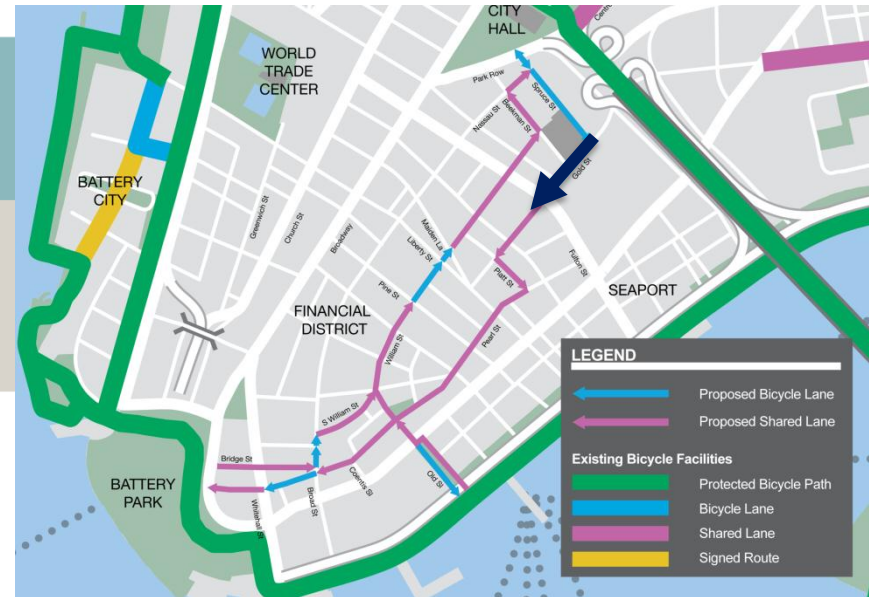
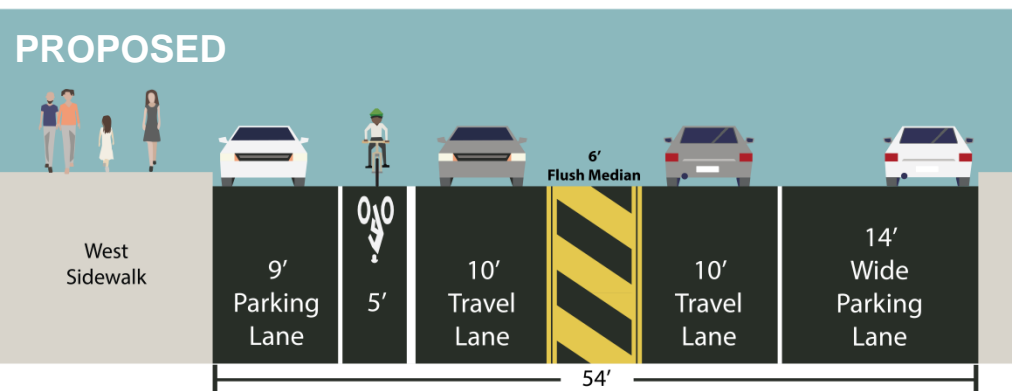
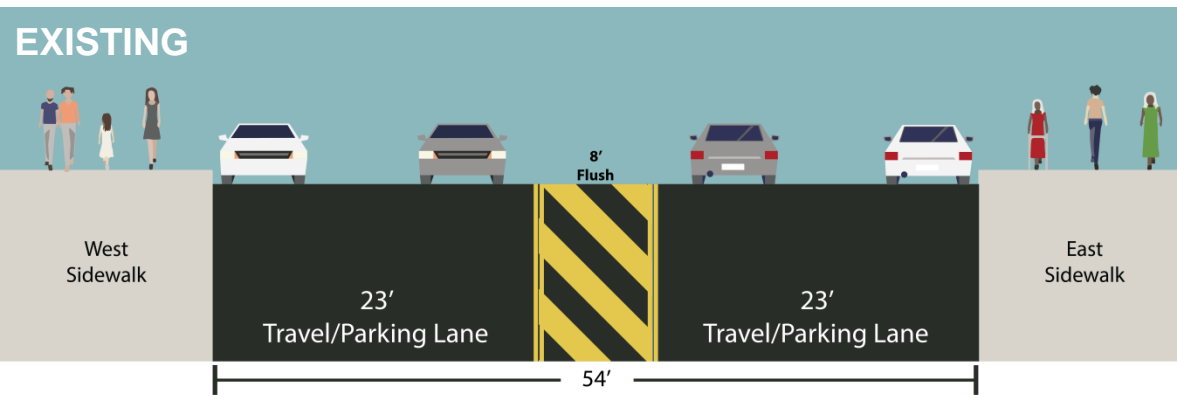


Proposed Design – Typical Bike Lane

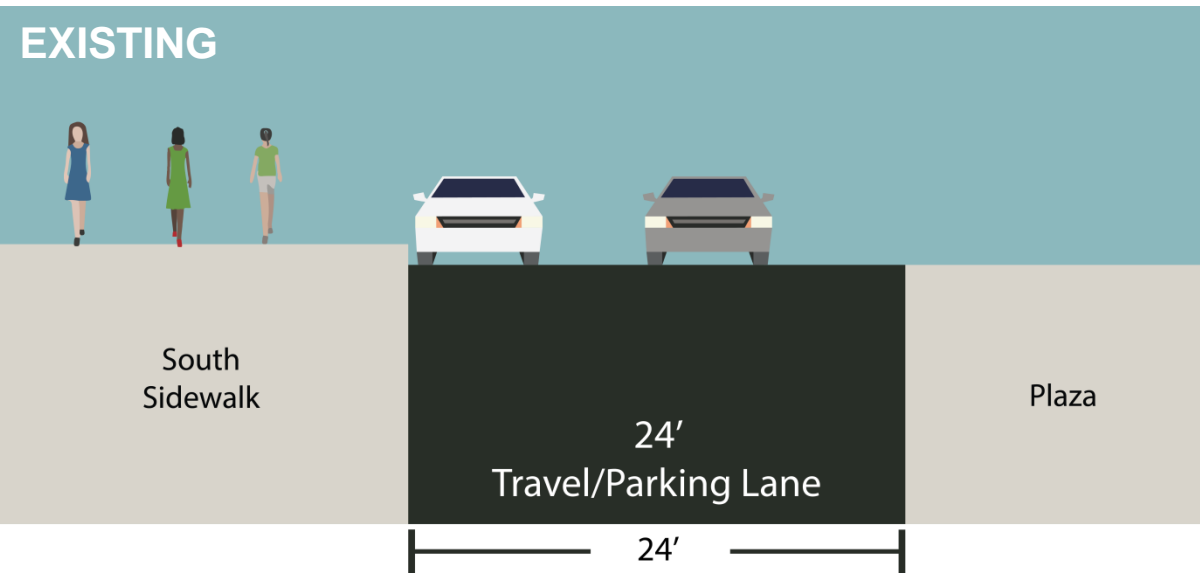
Lower Manhattan Bicycle Network



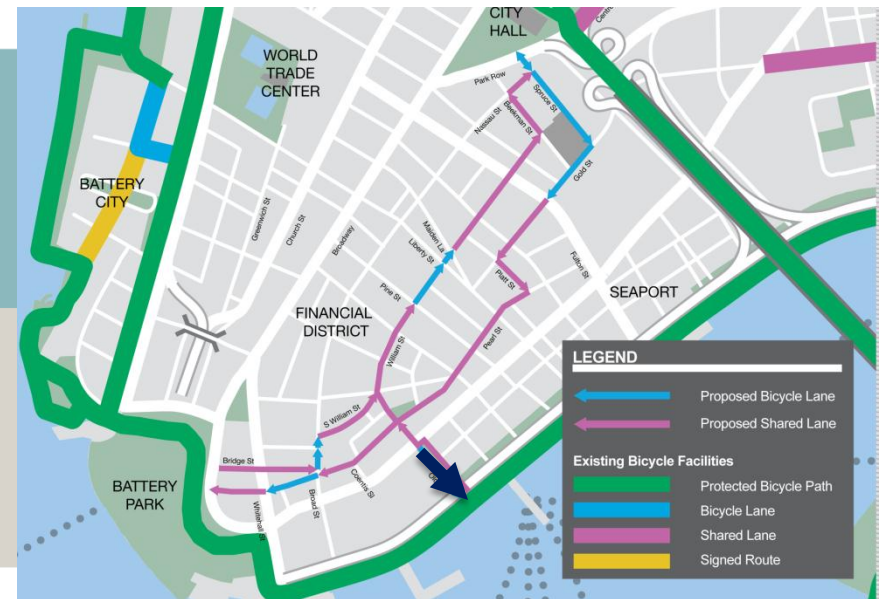
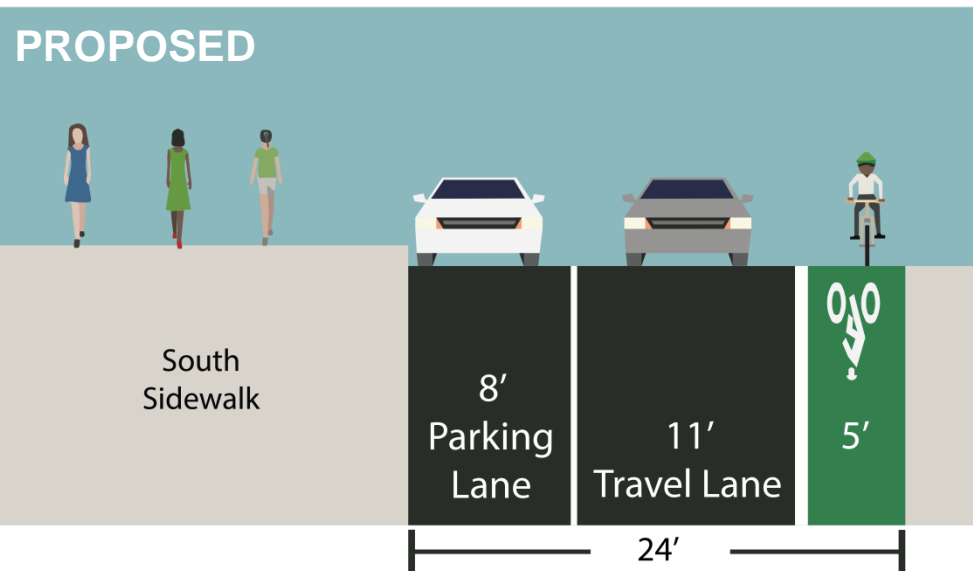




EXISTING



PROPOSED



- **Creates direct route between Brooklyn Bridge and Battery Park**
- **Connects to new bike infrastructure**
- **Improves safety and wayfinding for cyclists**
- **Improves access to Citi Bike Stations**
- **Maintains curb access and parking**



THANK YOU!

Questions?



NYCDOT



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