

# Warren Street & City Hall Park

## Hudson River to Brooklyn Bridge Bicycle Connection



Presentation to Manhattan  
Community Board 1



NYC Department of Transportation  
Office of Alternative Modes  
June 2008

# Warren Street & City Hall Park

## Hudson River to Brooklyn Bridge Bicycle Connection

### 1. Why: A Vital Connection

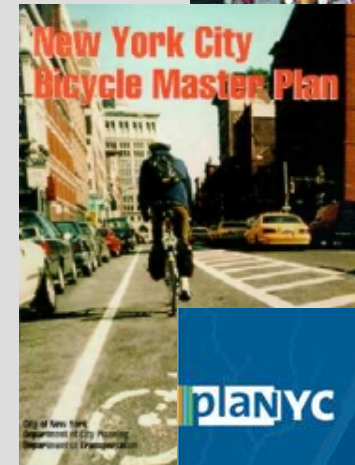
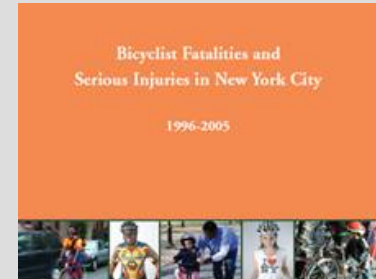
- NYC Priority to Provide Robust Bicycle Network

### 2. Project Elements

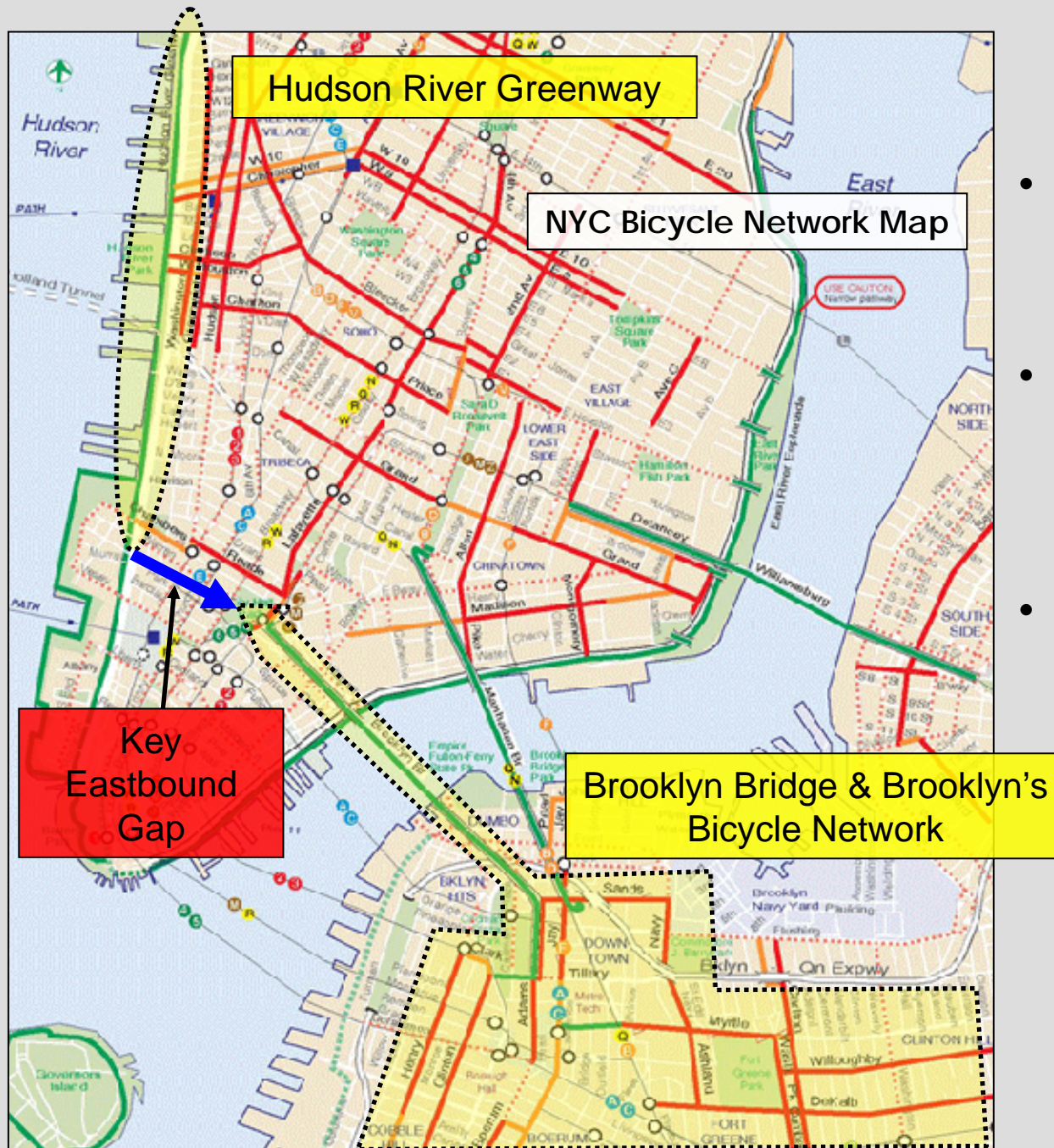
- Bicycle Lane on Warren Street
- Bicycle Guide Signs
- Cycling Permitted Eastbound in City Hall Park

### 3. Concern for Pedestrian-Bike Conflicts

- Why space will be successfully shared





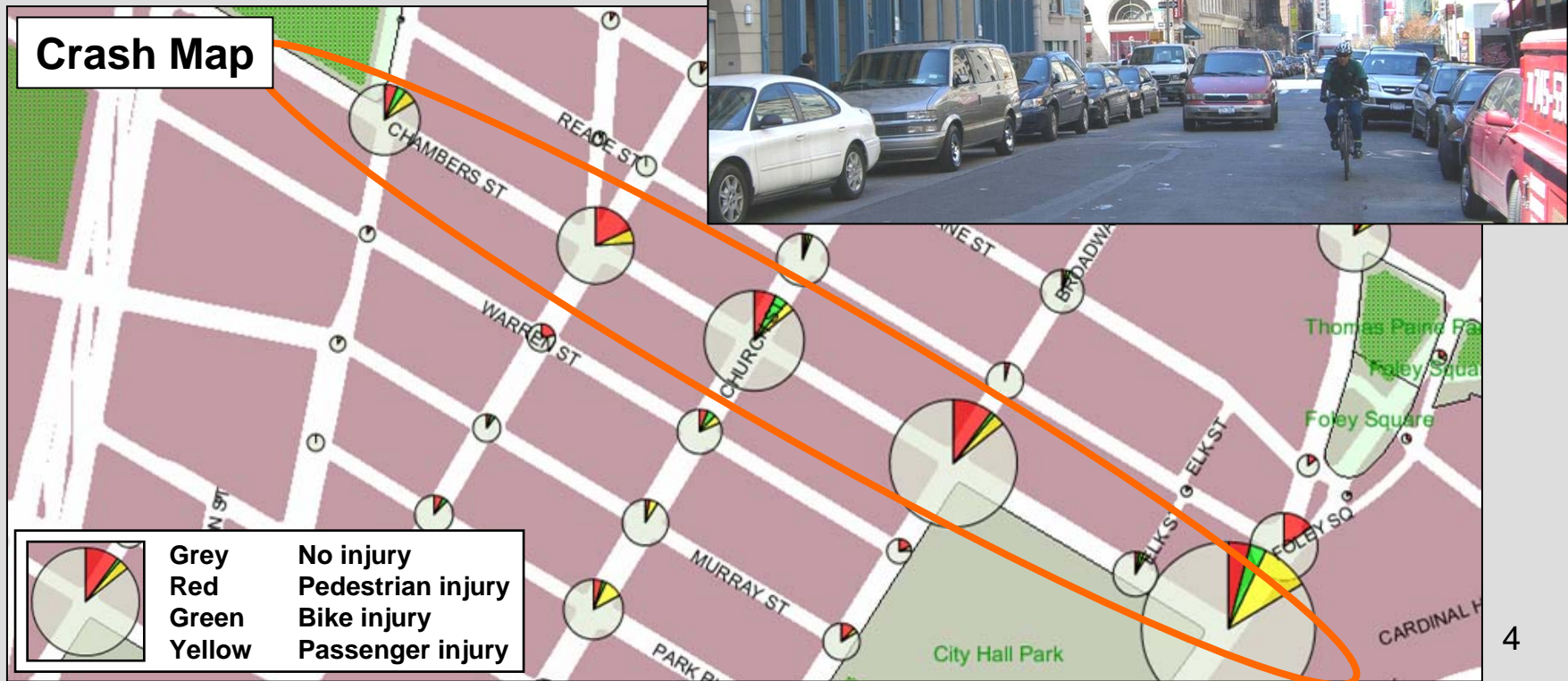


## A Vital Connection

- **Hudson River Greenway** serves west side of Manhattan
- **Brooklyn Bridge** connects to robust Brooklyn bicycle network with growing ridership
- High-quality connection needed to meet mayoral goal of making cycling a **real transportation choice**

# Need Safe Alternative to Chambers Street

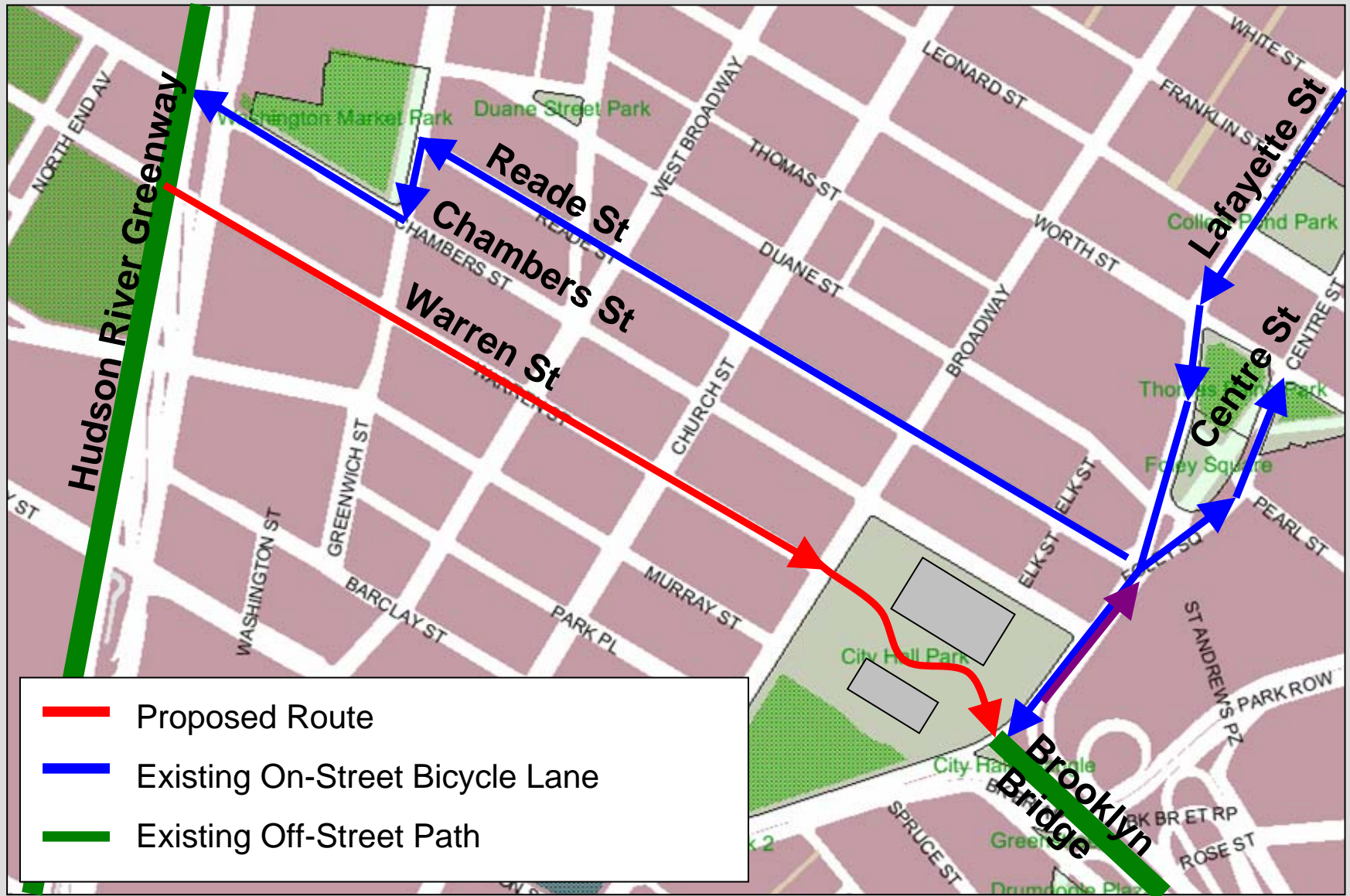
- Chambers Street presents challenges as a bicycle route to the Brooklyn Bridge
- Warren Street: Wide one-way, one-lane street, light traffic, direct, and signalized at West Street



Larger pie charts indicate intersections with higher numbers of crashes



# Greenway to Bridge Eastbound Connection Missing



# Bicycle Lane on Warren Street

- Dedicated bicycle lane with buffer
- No loss of parking
- No loss of moving lanes



Bicycle Lane with Buffer, 5<sup>th</sup> Avenue, Manhattan

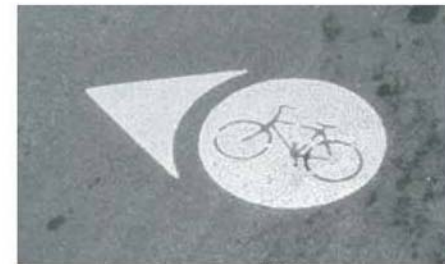
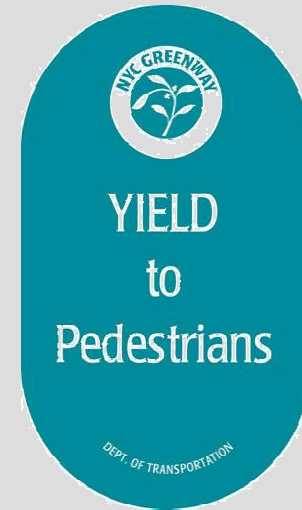
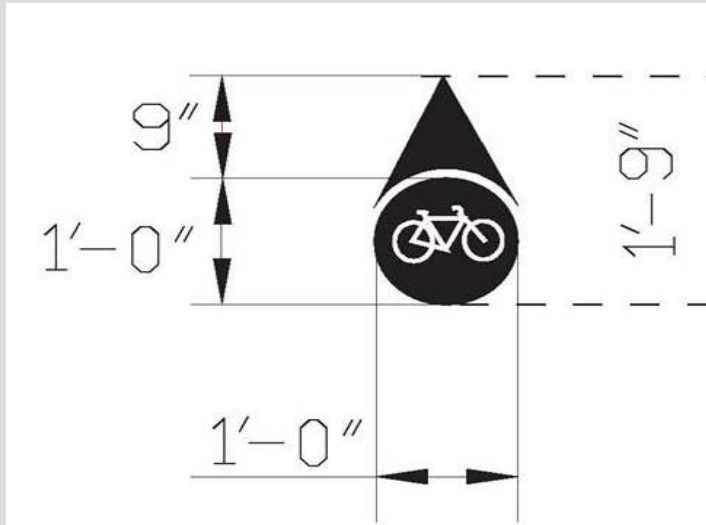


## Guide Signs from Greenway to Bridge

Example guide sign directing cyclists from the Brooklyn Bridge

# Cycling Permitted Eastbound in City Hall Park

- New Ramps at Broadway and Centre Street
- Yield to Pedestrian signs at sidewalk crossings and park
- Small “Bicycle Stamp” every 60’ to make pedestrians aware and encourage one-way cycling



Proposed marking: Small bicycle stamp with directional arrowhead





GO SLOW  
Respect  
Others









Brooklyn  
Bridge





# Why space will be successfully shared

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## 1. **Width adequate** for pedestrians and one-way bicycle travel

- City Hall Park Path: 10' to 23' wide path
  - *For comparison, Brooklyn Bridge Promenade is a 10'-16' wide shared space*



# Why space will be successfully shared

- Cyclists not anticipated to overwhelm space
- High pedestrian to cyclist ratio will make cyclists “guests” in formal pedestrian space
- Little benefit to cycling fast in this short segment
- Offset peaks of demand

## Peak Hour Bicycle & Pedestrian Volume Estimation

|                  | Bicycle* | Pedestrian** | Cyclist Frequency |
|------------------|----------|--------------|-------------------|
| AM Peak (8-9 AM) | 15       | 630          | 4 min/cyclist     |
| Midday (12-1PM)  | 20       | 1000         | 3 min/cyclist     |
| PM Peak (5-6PM)  | 95       | 950          | 45 sec/cyclist    |
| Weekend (2-3PM)  | 30       | 300          | 2 min/cyclist     |
| Off-peak Hours   | 10-15    | 200          | 4-6 min/cyclist   |

\* Bicycle Volumes projected based on 40% of September 2007 Brooklyn Bridge bicycle counts

\*\* Pedestrian Counts performed in May 2008





# Why space will be successfully shared

Chess tables at entry will serve to **calm bicycle traffic**



**Design Option: Relocate Benches on South Side of Path**

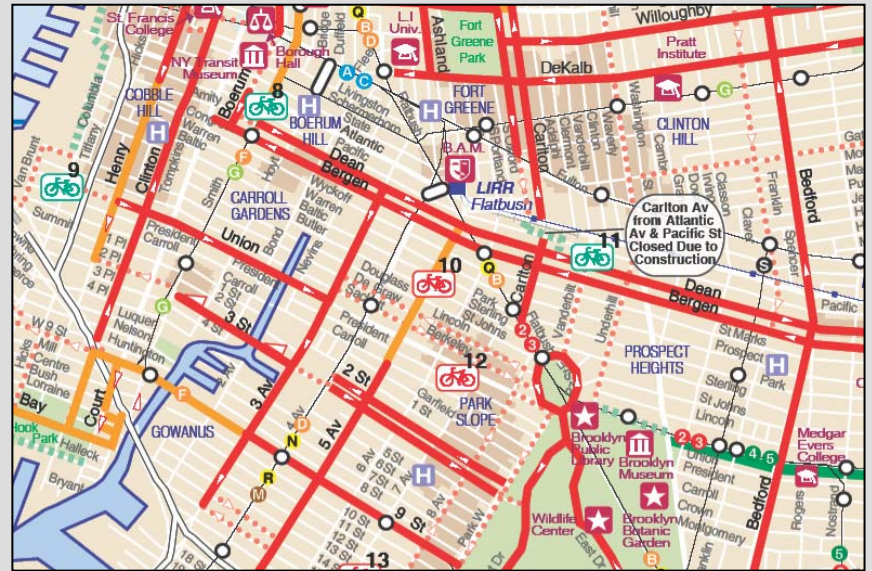
# Conclusion:

## Filling a Vital Gap in NYC's Bicycle Network

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**Hudson River Greenway**



**Brooklyn Bridge & Bike Network**



A scenic view of a park with a bridge in the background. The foreground is filled with lush green trees and foliage. A black metal fence runs across the middle ground. In the background, a large blue bridge with white arches spans a body of water. A person is walking on a path to the left, and a car is visible on the bridge. The text "End of Presentation" is overlaid in the center.

End of Presentation