Warren Street & City Hall Park
Hudson River to Brooklyn Bridge Bicycle Connection
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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

- Proposed Route
- Existing On-Street Bicycle Lane
- Existing Off-Street Path
Bicycle Lane on Warren Street

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

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
Why space will be successfully shared

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

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Bicycle Volumes</th>
<th>Pedestrian Volumes</th>
<th>Cyclist Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak (8-9 AM)</td>
<td>15</td>
<td>630</td>
<td>4 min/cyclist</td>
</tr>
<tr>
<td>Midday (12-1PM)</td>
<td>20</td>
<td>1000</td>
<td>3 min/cyclist</td>
</tr>
<tr>
<td>PM Peak (5-6PM)</td>
<td>95</td>
<td>950</td>
<td>45 sec/cyclist</td>
</tr>
<tr>
<td>Weekend (2-3PM)</td>
<td>30</td>
<td>300</td>
<td>2 min/cyclist</td>
</tr>
<tr>
<td>Off-peak Hours</td>
<td>10-15</td>
<td>200</td>
<td>4-6 min/cyclist</td>
</tr>
</tbody>
</table>

* 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

Hudson River Greenway

Brooklyn Bridge & Bike Network
End of Presentation