GREENWICH AVE
BICYCLE LANE

New York City Department of Transportation

Presented by the Bicycle and Greenway Program on October 6, 2016 to Manhattan Community Board 2
(1) Background
  • Bicycle Network Improvements
  • Safety
  • Vehicular Network

(2) Project Proposal
  • Existing Conditions
  • Proposed Design Options

(3) Summary
PROJECT BACKGROUND
Background

BIKE NETWORK – Recent Expansion

Greenwich Ave provides direct route and important connection for cyclists

Bike Counts
861 - weekday
748 - weekend
(12-hr counts conducted in August 2016)

Recent Projects
• 8th Ave (2008)
• Hudson St (2014)
• 8th St (2016)
• 6th Ave (2016)

Citi Bike has improved mobility in CB 2
January – March 2016:
292,892 trips started in CB 2
300,507 trips ended in CB 2
**Recent Travel Trends**

- +500,000 jobs
- +20% tourists
- +10% subway trips
- -6.5% bus trips
- +83% cycling trips

**New York City Mobility Report 2015**

_Bike Data 2010-2014_

_Other Data 2010-2015_
**Background**

**VEHICULAR NETWORK – Greenwich Ave Traffic Volumes**

- **Greenwich Ave**
- **20’ Combined Parking/Travel Lane**
- **20’ Combined Night Parking/Travel Lane**
- **No Parking 8am - 6pm**

**High Bike Volumes**

Bikes comprise >35% of southbound vehicles in the morning peak hour

**Relatively low motor vehicle volumes in both directions**

Average midweek peak hour volumes September 2016

- 242
- 250
- 276
- 199
**Background**

**VEHICULAR NETWORK – Street Grid**

- Runs diagonally across the grid
- Only a half-mile long
- Used as cut through between avenues
- Not a through corridor, serves local traffic / parking
VEHICULAR NETWORK – Varied Street Widths Along Corridor

W 13th St to W 10th St
40 ft wide
No Bus

W 10th St to Christopher St
46 ft wide
M8 Bus runs SB

Christopher St to 6th Ave
36 ft wide
M8 Bus runs SB
EXISTING CONDITIONS – W 13\textsuperscript{th} St to W 10\textsuperscript{th} St

- No bike facility
- Night parking on east curb
- No bus
Proposal

EXISTING CONDITIONS – W 10th St to Christopher St

• No bike facility
• Night parking on east curb
• Buffer due to extra street width
• M8 Bus southbound
Proposal

EXISTING CONDITIONS – Christopher St to 6th Ave

• Roadway narrows
• No parking on east curb
• M8 Bus southbound
OPTION 1 – W 13th St to W 10th St

Retain travel lanes

Remove approximately 43 overnight parking spaces
OPTION 1 – W 10th St to Christopher St

- Retain travel lanes
- Retain parking

Proposed

**SB Standard Bicycle Lane**

**NB Standard Bicycle Lane**

No Parking 8am - 6pm

West Sidewalk
- 7.5’ Parking Lane
- 5’ Travel Lane

East Sidewalk
- 7.5’ Parking Lane
- 5’ Travel Lane
OPTION 1 – Christopher St to 6th Ave

Proposed

- Retain travel lanes
- Retain parking

** Proposed

<table>
<thead>
<tr>
<th>West Sidewalk</th>
<th>7 1/2' Parking Lane</th>
<th>5'</th>
<th>10 1/2' Travel Lane</th>
<th>13' Shared Lane</th>
<th>East Sidewalk</th>
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** Background

OPTION 1 – Christopher St to 6th Ave

Enhanced shared lane

see relatively low volumes during off-peak hours
OPTION 1 – Impacts

Parking
Loading Zones
Bike lane is not protected
Proposal

OPTION 2 – W 13th St to W 10th St

One-way conversion
Remove SB travel lane

Remove approximately 10 night time parking spaces
- Parking loss is comparable to existing parking loss due to temporary restriction
- Bike share station can be moved without loss of parking
Can explore modifications to curb regulations

Proposed

Two-way parking protected bike lane on east curb

West Sidewalk

8’ Parking Lane

12’ Travel Lane

9’ Parking Lane

East Sidewalk

3’ Buffer

4’

4’
OPTION 2 – W 10th St to Christopher St

Maintain two-way traffic to accommodate bus route and EB traffic on W 10th St

Remove approximately 6 metered parking spaces

Two-way parking protected bike lane on east curb
OPTION 2 – Christopher St to 6th Ave

Maintain two-way traffic to accommodate bus route

Remove approximately 4 metered parking spaces

Proposed

Two-way buffered bike lane on east curb

West Sidewalk

13’ Travel Lane

11’ Travel Lane

36’

East Sidewalk
OPTION 2 – Impacts

What are the big impacts of a one-way conversion?

1) East Bound traffic off 7th
Lefts onto Greenwich will have to be diverted.
123 vehicles will use alternatives:
• 14th St or 12th St
• Continue on 7th Ave
• Access Greenwich Ave or 8th St via Christopher St

2) Southeast Bound Traffic off Greenwich
Neighborhood access to 7th will be limited
110 vehicles will use alternatives:
• Horatio to 14th
• W 12th St, Perry St, or Bank to Waverly

People will still be able to circle to park – street grid remains efficient
BIKE CONNECTIONS – Greenwich Ave  (W 13th St to 8th Ave)

Proposal

Existing One-way NB Extra Wide Travel/Parking Lane

- Maintain NB bike connection to 8th Ave facility
- Maintain Bike Share Station
- Maintain vehicular movements
- Possible pedestrian improvements
BIKE CONNECTIONS – Horatio St (Hudson St to 8\textsuperscript{th} Ave)
Proposal

BIKE CONNECTIONS – Horatio St (8th Ave to Greenwich Ave)
SUMMARY
Summary

GREENWICH AVE BIKE ROUTE

Greenwich Ave bike route will key connection in network for growing number of cyclists

OPTION 1:
NB Standard Bike Lane
SB Curbside Bike Lane
• Provides dedicated space for cyclists
• Maintains two-way traffic
• Removes an estimated 43 parking spaces
• Relocates bike share station

OPTION 2:
Two-way Parking Protected Bike Lane
• Provides dedicated space for cyclists
• Requires one-way conversion
• Removes estimated 20 parking spaces
• Provides greater protection for cyclists
• Potential to update parking regulations and improve curbside access
THANK YOU!

Questions?