



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

1

BIKE NETWORK – Recent Expansion

LEGEND

 Proposed Bicycle Route

Existing Bicycle Facilities

 Protected Bicycle Path

 Bicycle Lane

 Shared Lane

 Signed Route

Recent Projects

- 8th Ave (2008)
- Hudson St (2014)
- 8th St (2016)
- 6th Ave (2016)

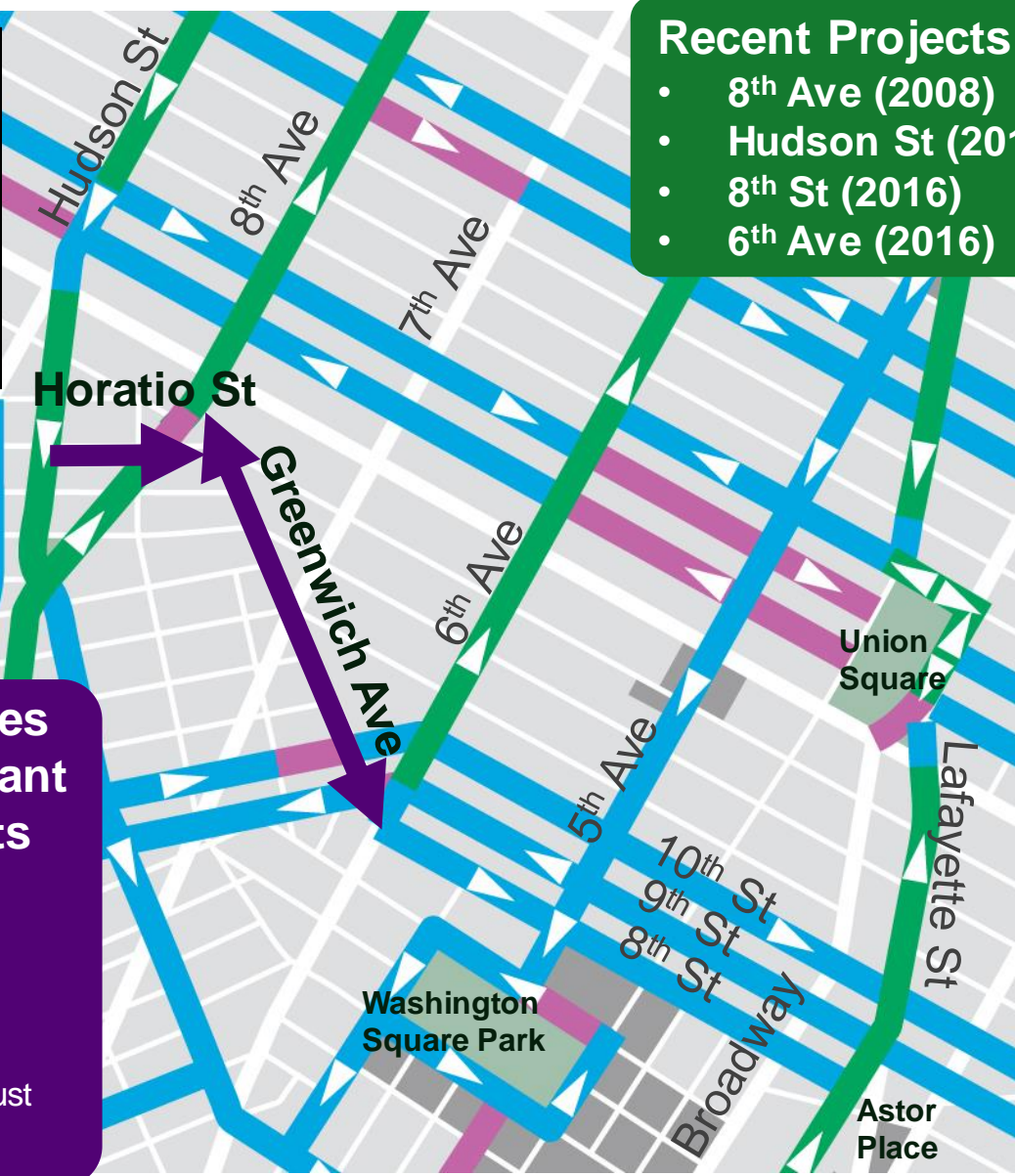
Greenwich Ave provides direct route and important connection for cyclists

Bike Counts

861 - weekday

748 - weekend

(12-hr counts conducted in August 2016)

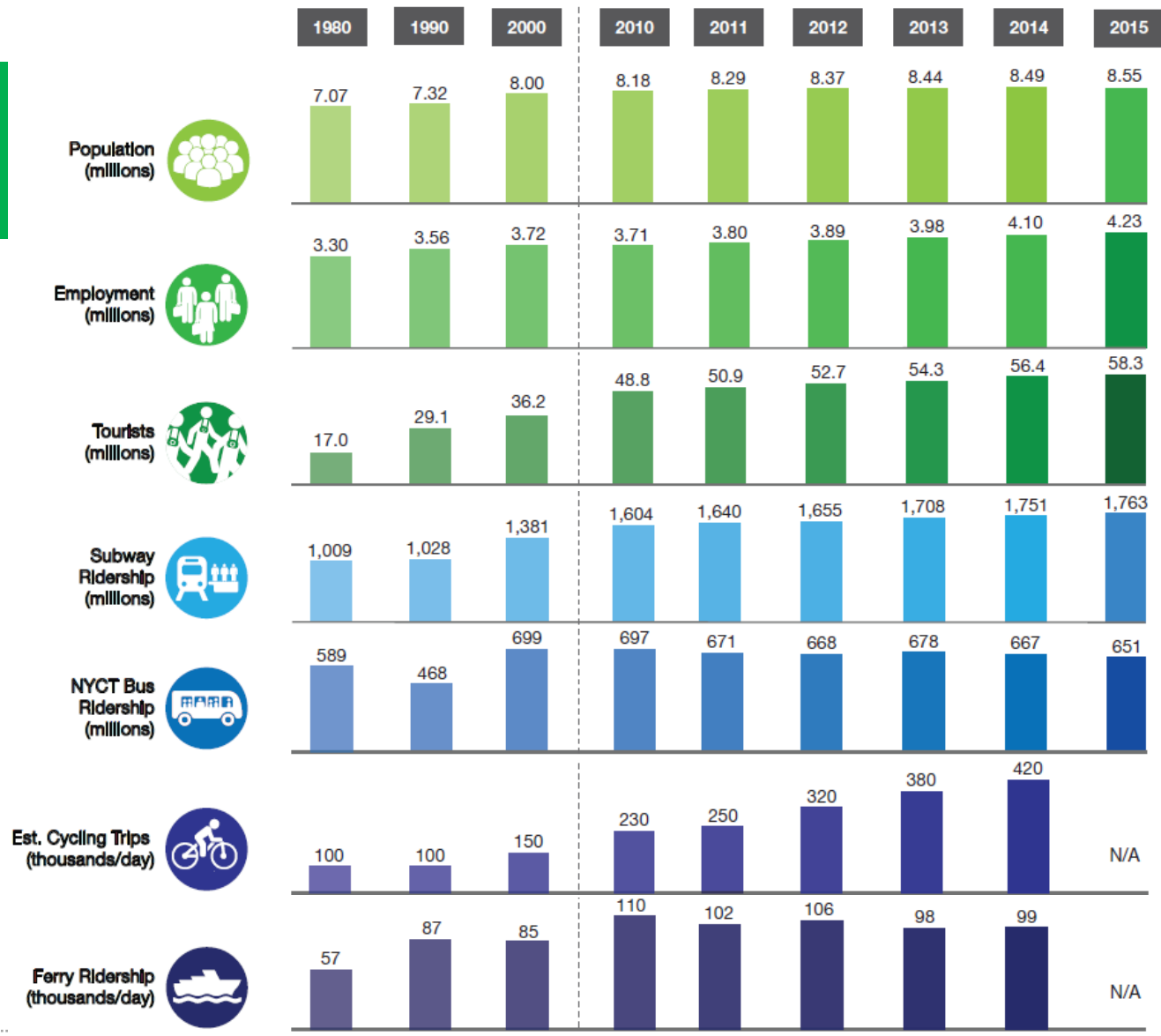


BIKE NETWORK – Citywide Growth in Cycling

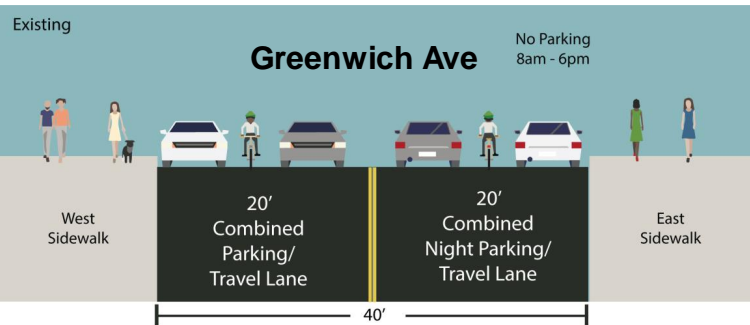
Recent Travel Trends

- +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

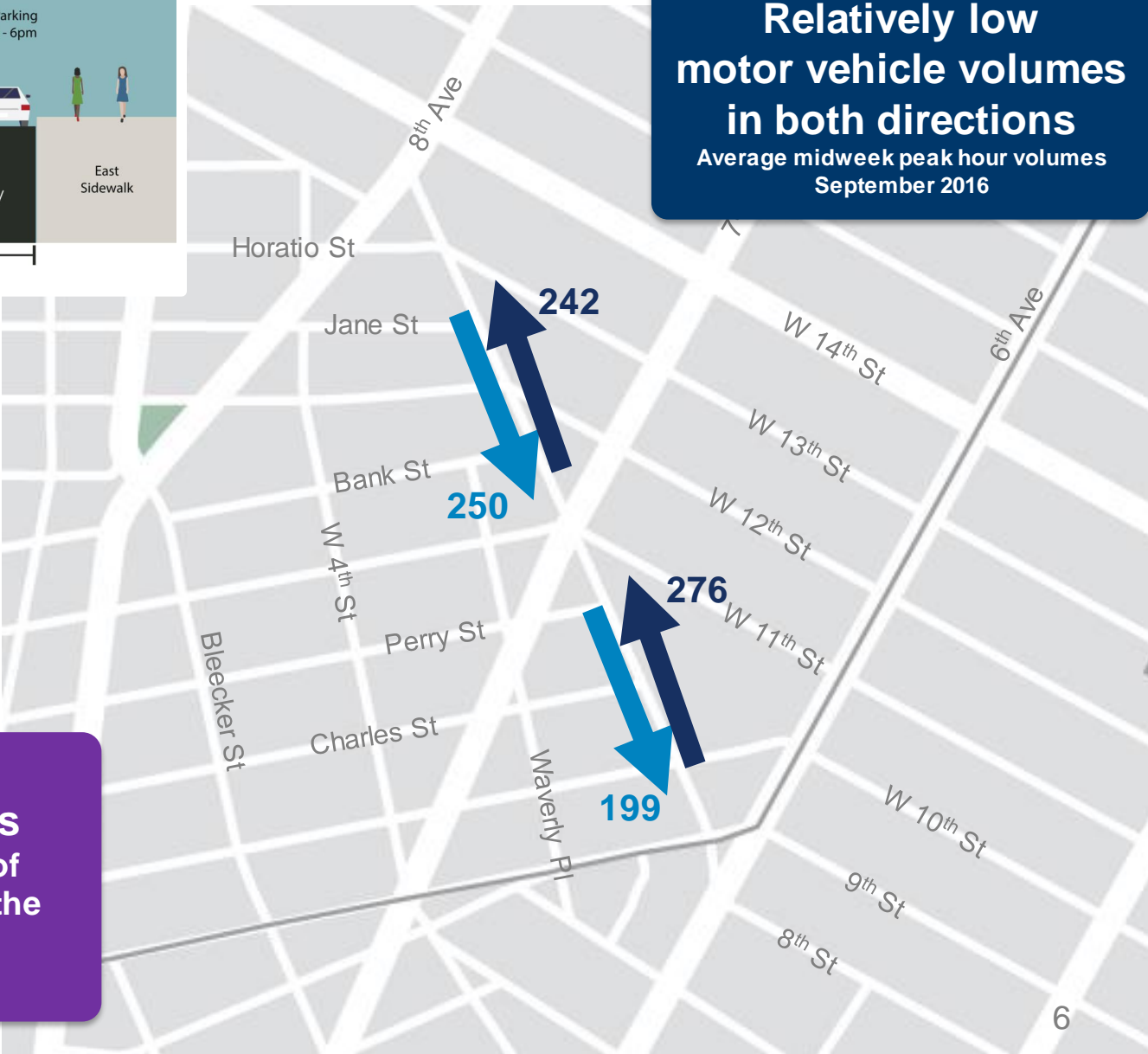


VEHICULAR NETWORK – Greenwich Ave Traffic Volumes



Relatively low motor vehicle volumes in both directions

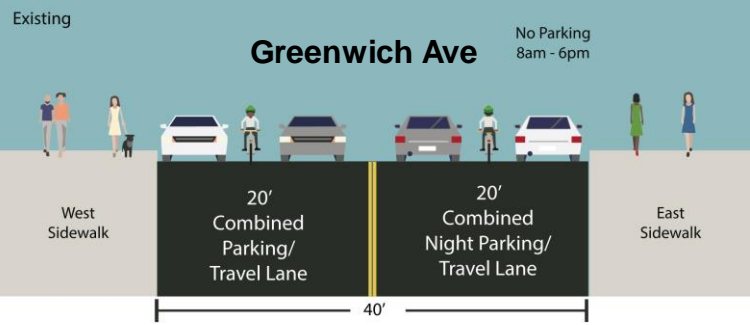
Average midweek peak hour volumes September 2016



High Bike Volumes

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

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**



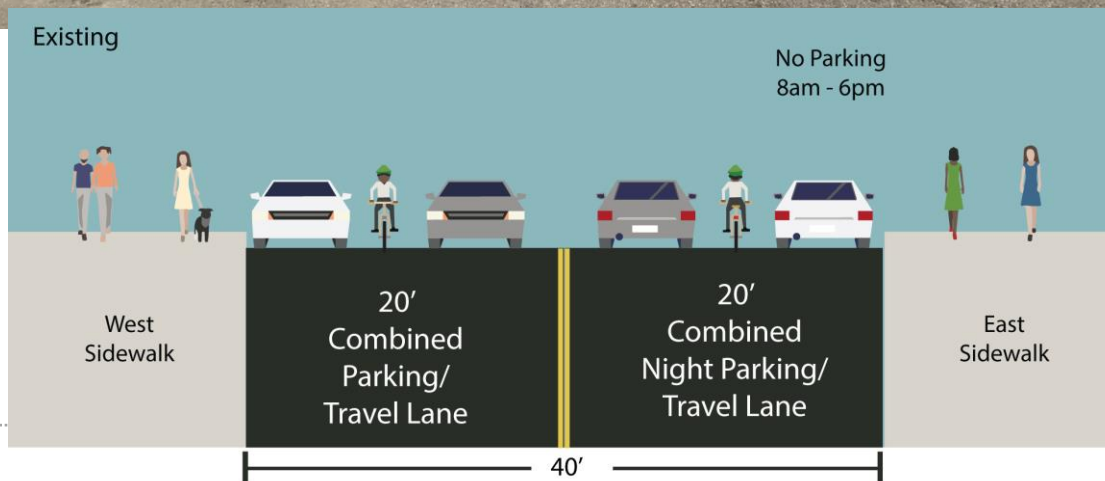
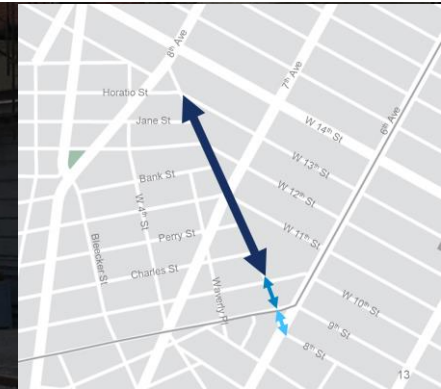
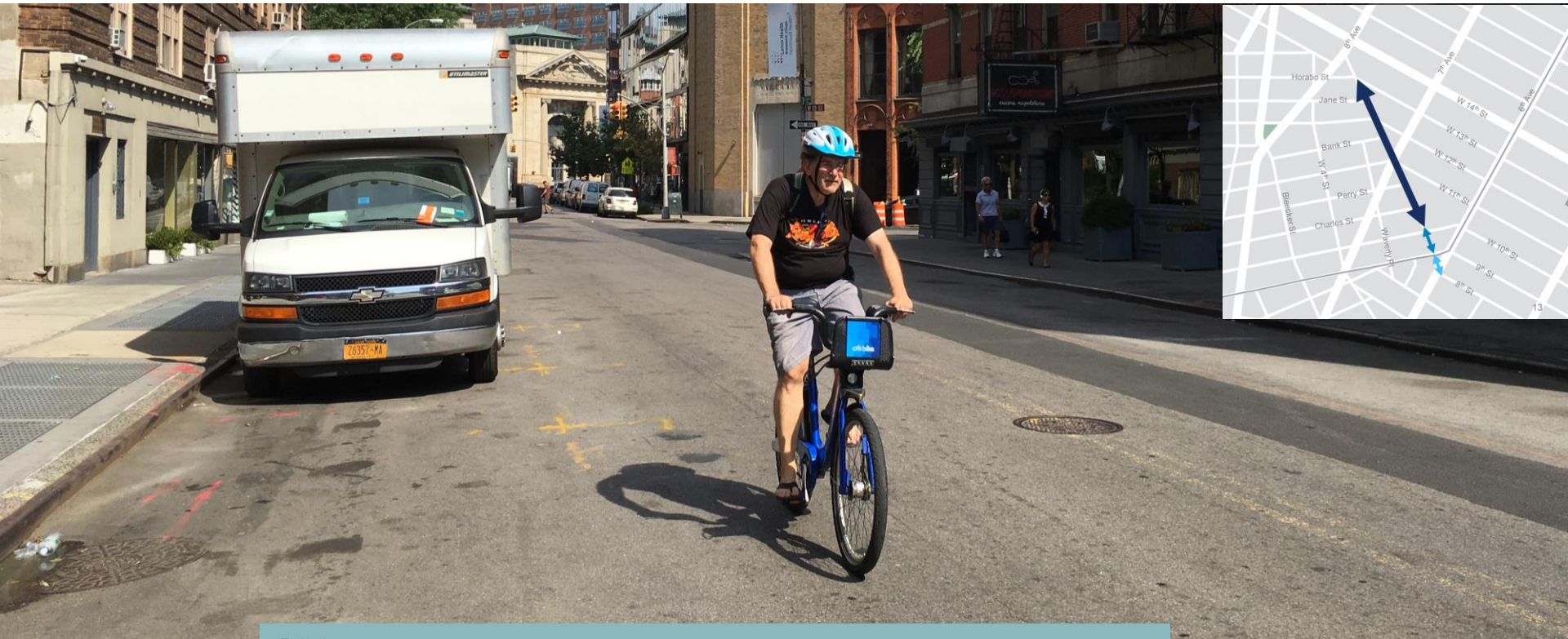
VEHICULAR NETWORK – Varied Street Widths Along Corridor



PROJECT PROPOSAL

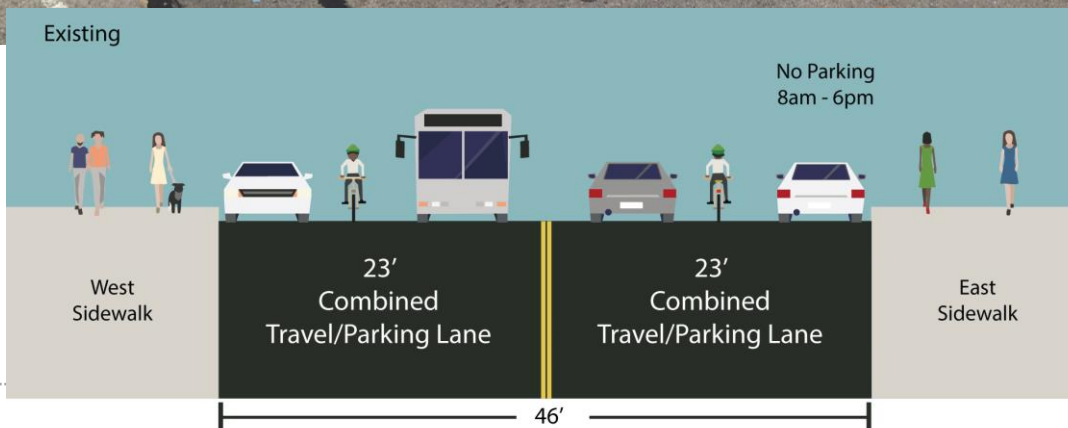
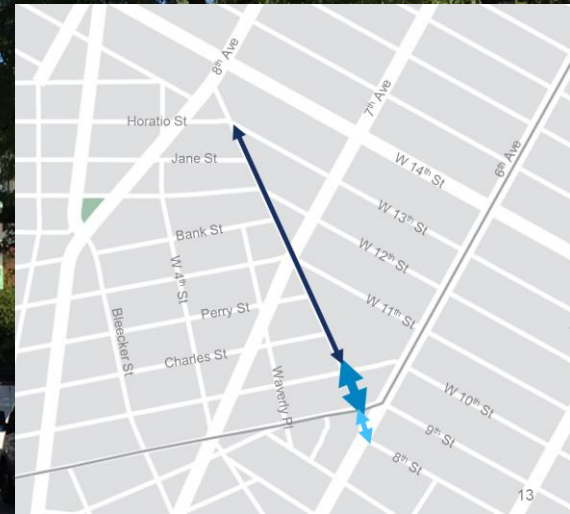
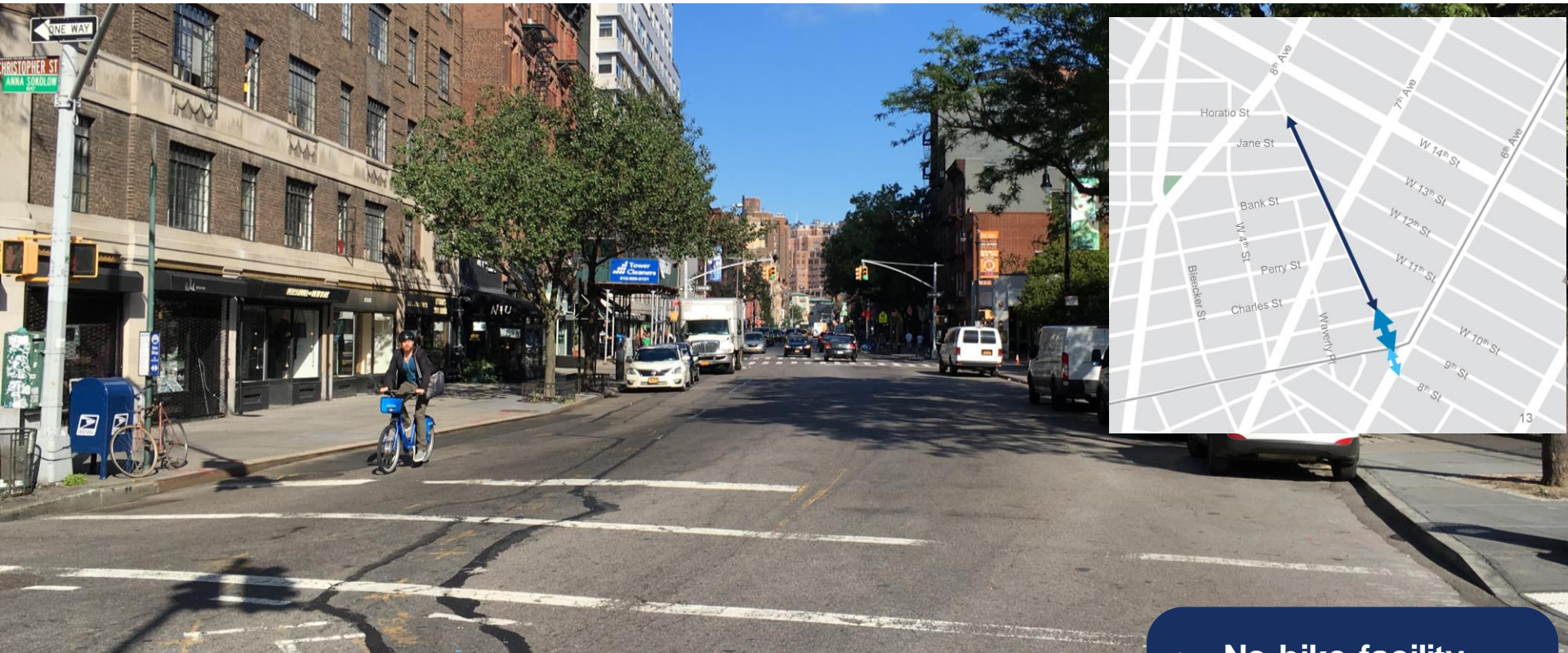
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EXISTING CONDITIONS – W 13th St to W 10th St



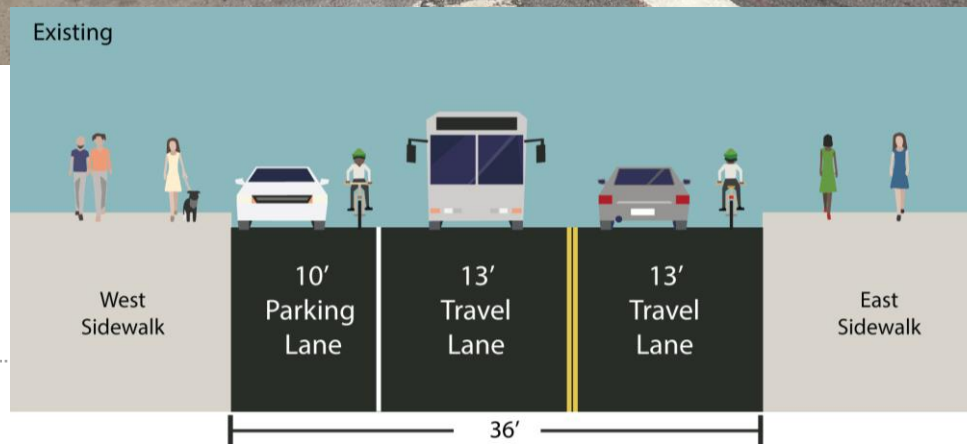
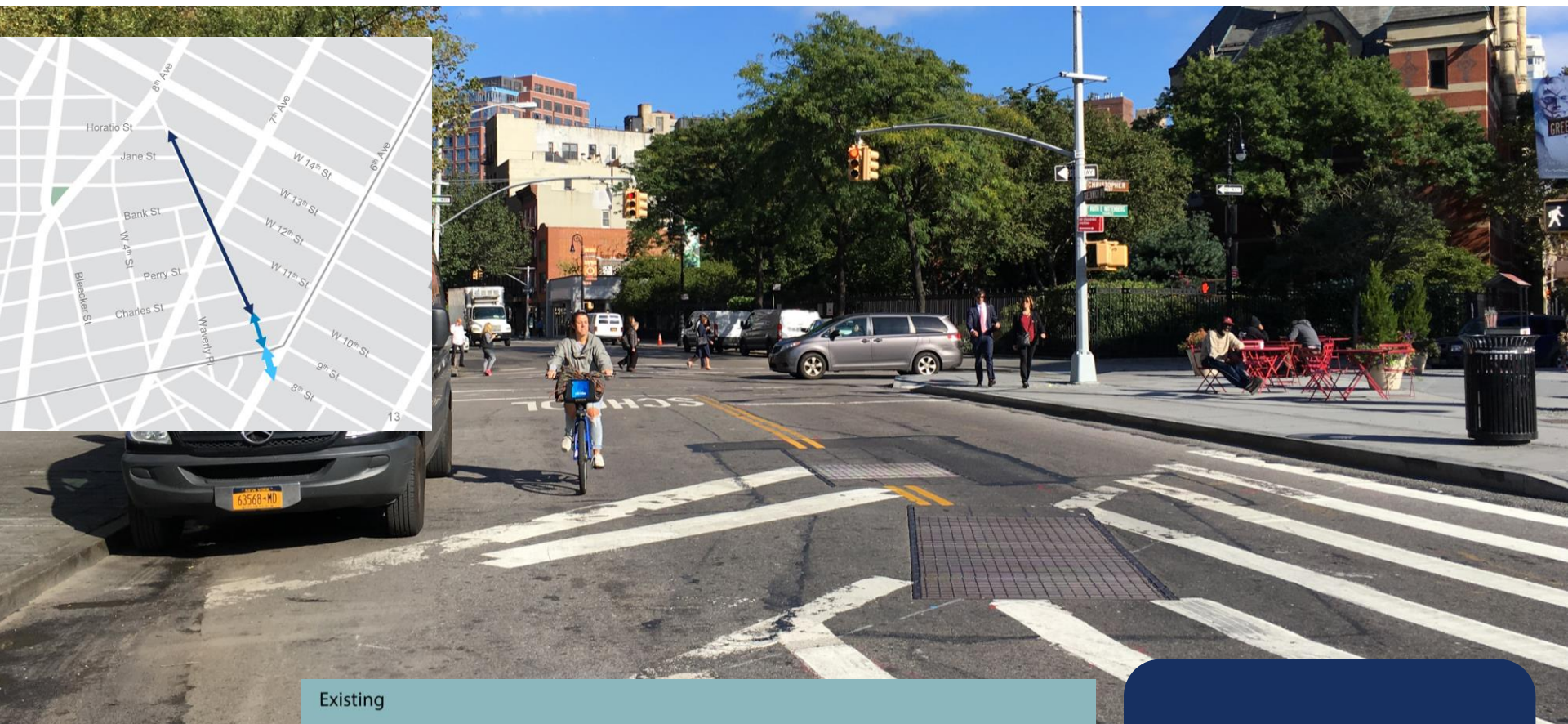
- No bike facility
- Night parking on east curb
- No bus

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

EXISTING CONDITIONS – Christopher St to 6th Ave



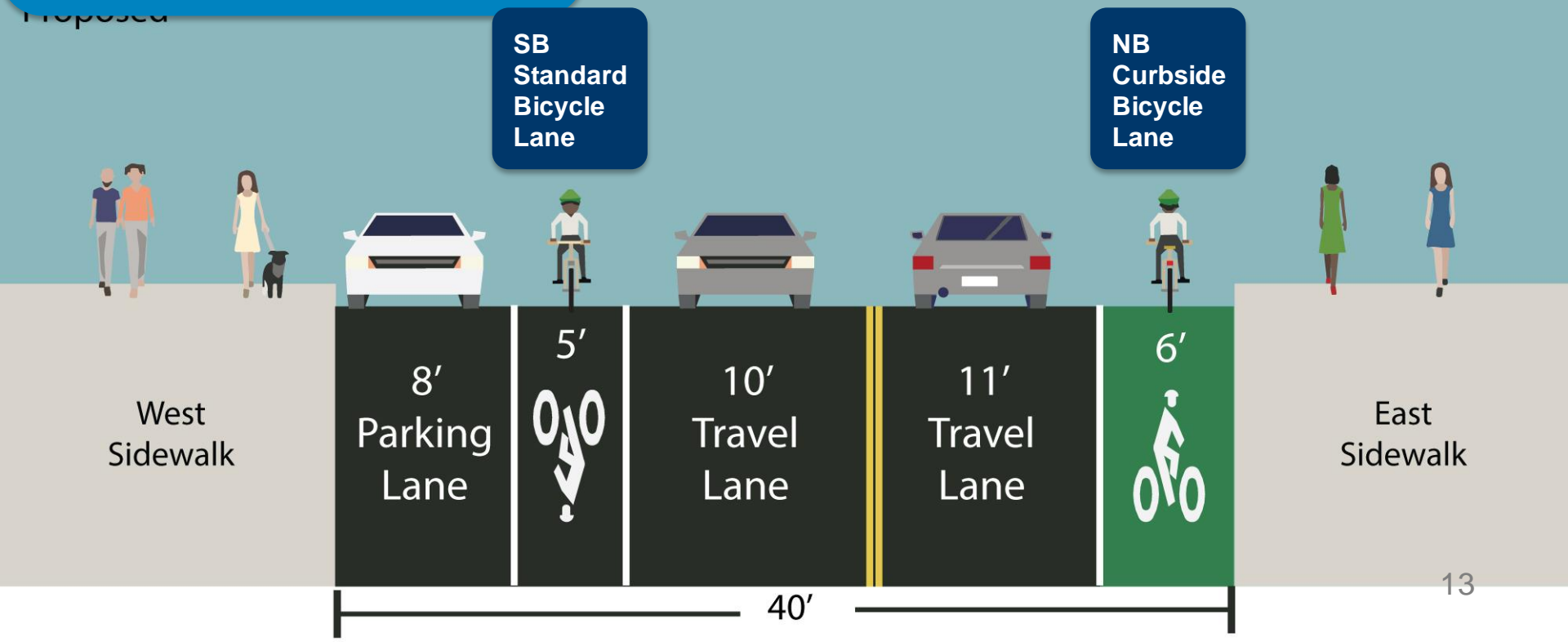
- Roadway narrows
- No parking on east curb
- M8 Bus southbound

OPTION 1 – W 13th St to W 10th St

- Retain travel lanes
- Remove approximately 43 overnight parking spaces



Proposed



OPTION 1 – W 10th St to Christopher St

Retain travel lanes

Retain parking

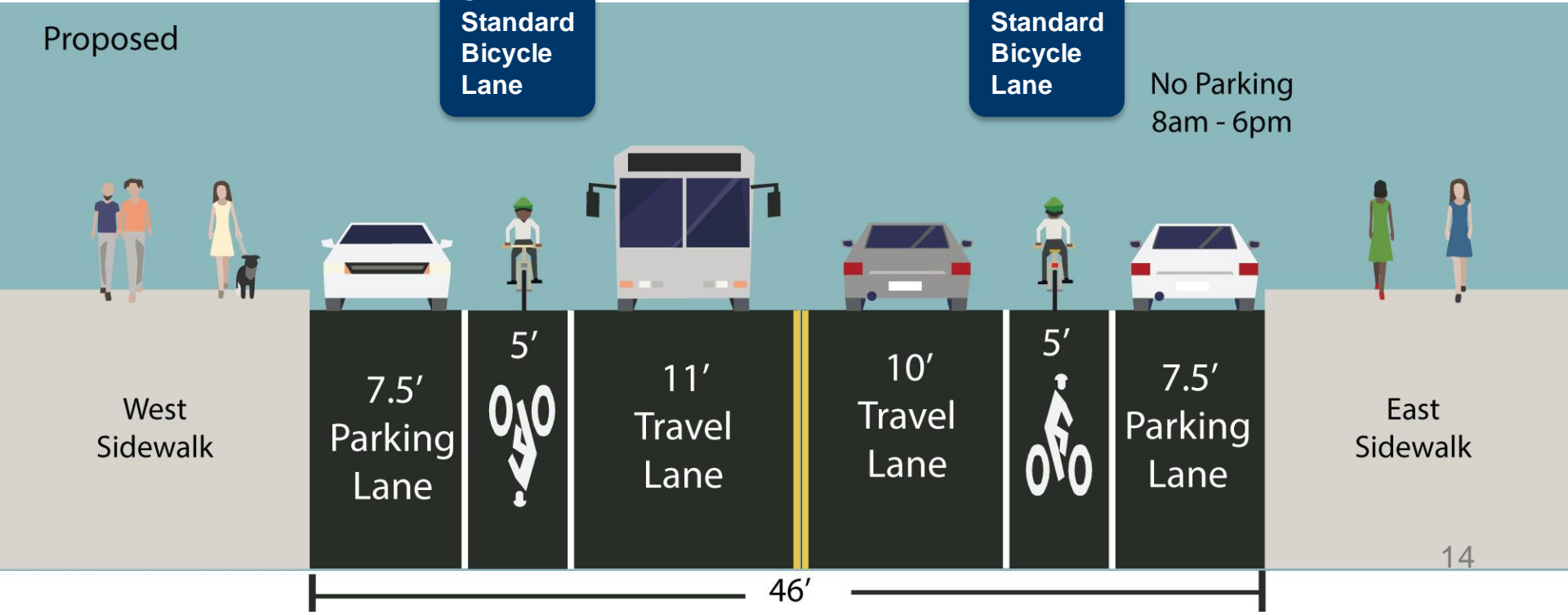


Proposed

SB
Standard
Bicycle
Lane

NB
Standard
Bicycle
Lane

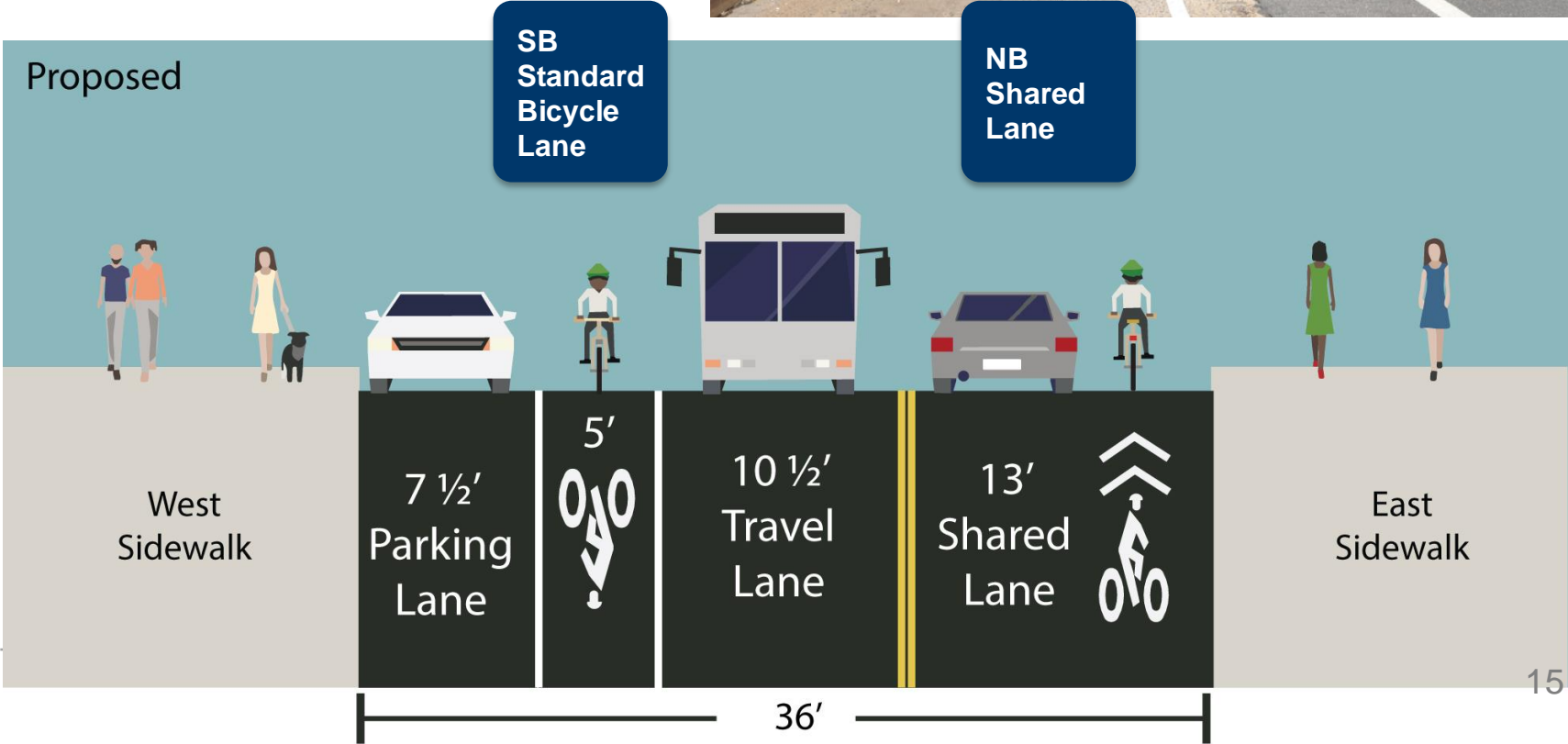
No Parking
8am - 6pm



OPTION 1 – Christopher St to 6th Ave

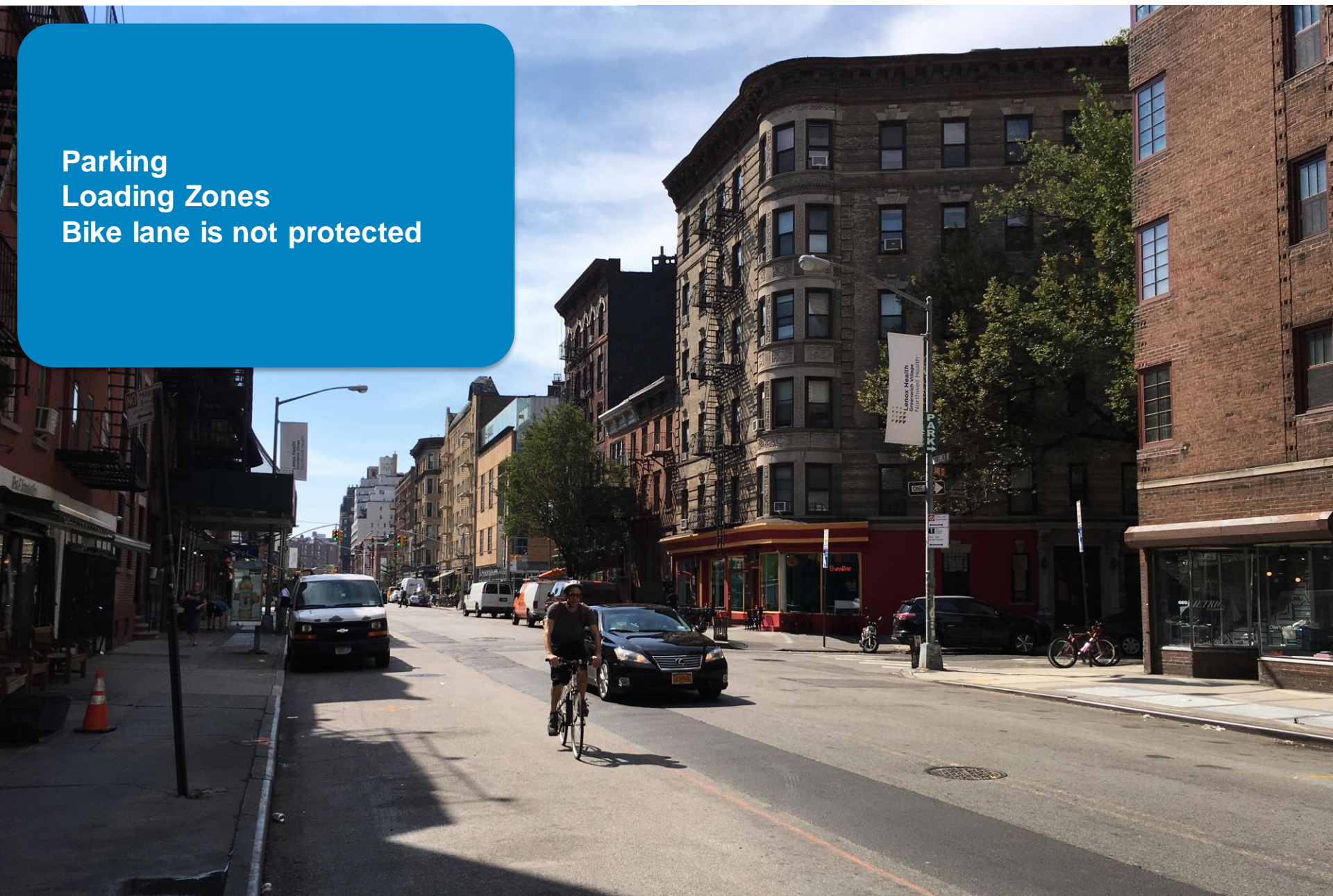
Retain travel lanes

Retain parking



OPTION 1 – Impacts

Parking
Loading Zones
Bike lane is not protected



OPTION 2 – W 13th St to W 10th St

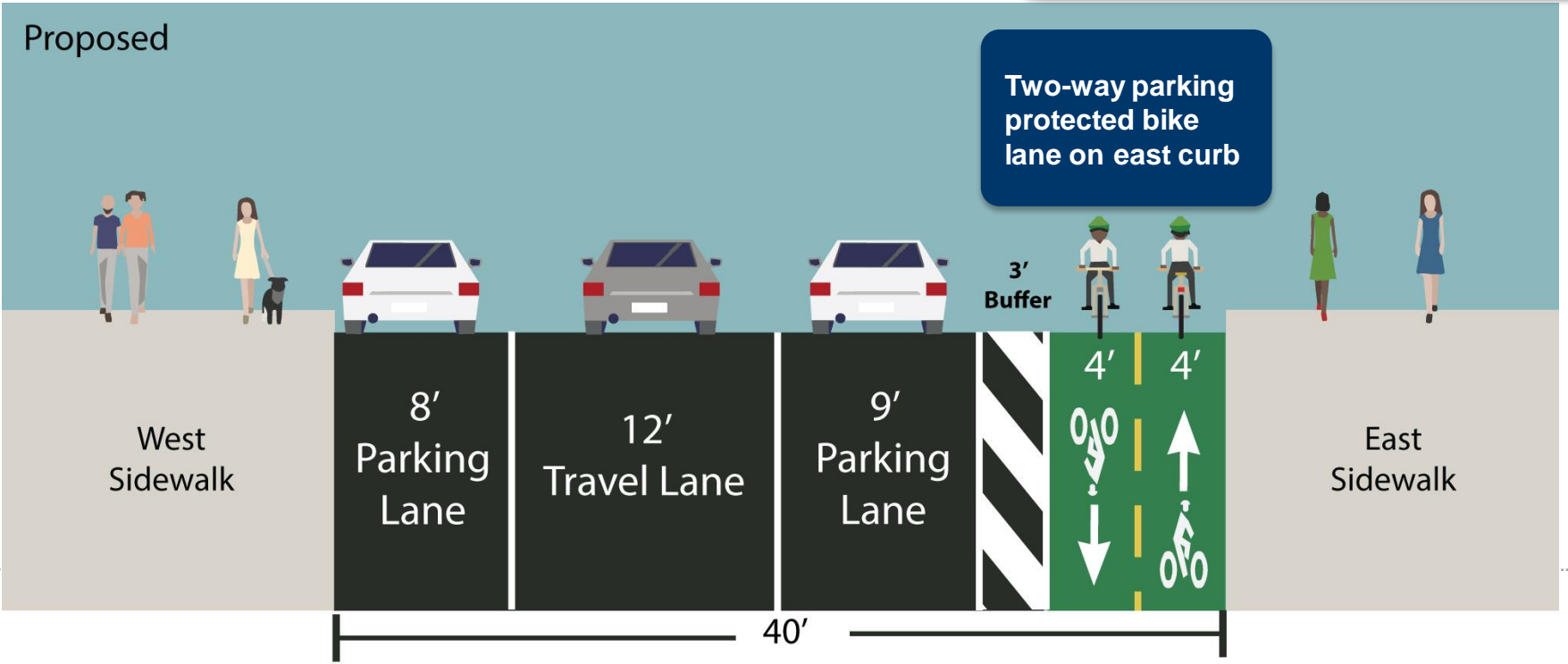


One-way conversion
Remove SB travel lane

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



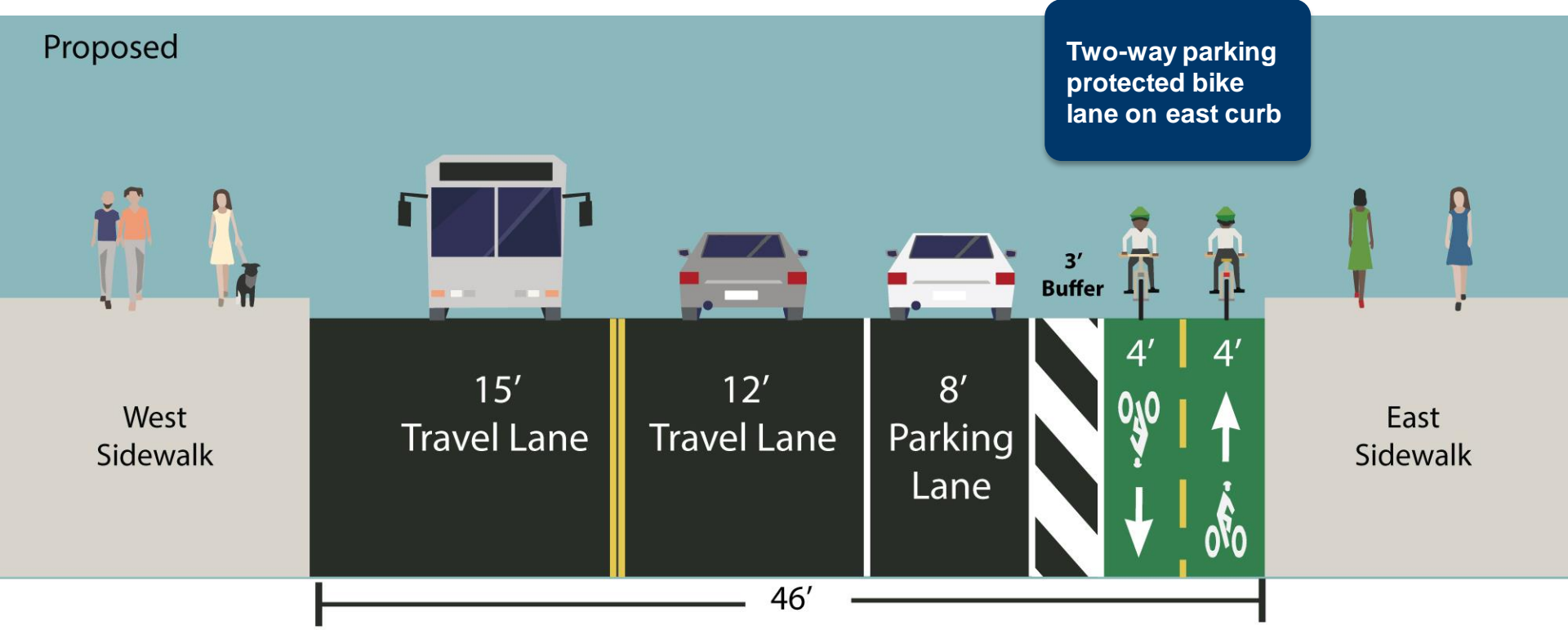
OPTION 2 – W 10th St to Christopher St



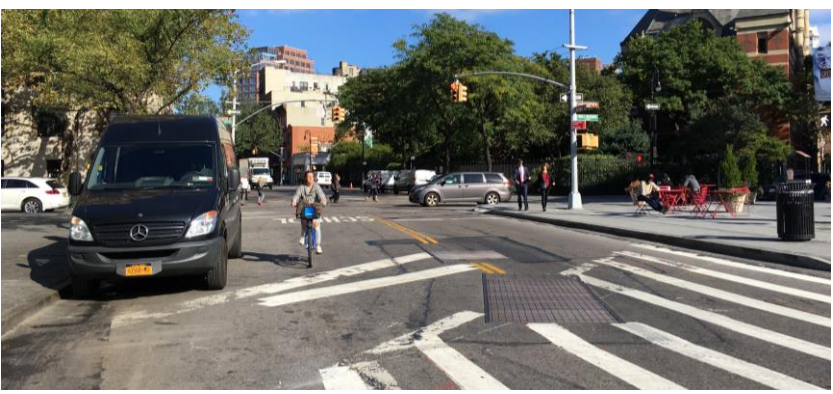
Maintain two-way traffic to accommodate bus route and EB traffic on W 10th St

Remove approximately 6 metered parking spaces

Proposed



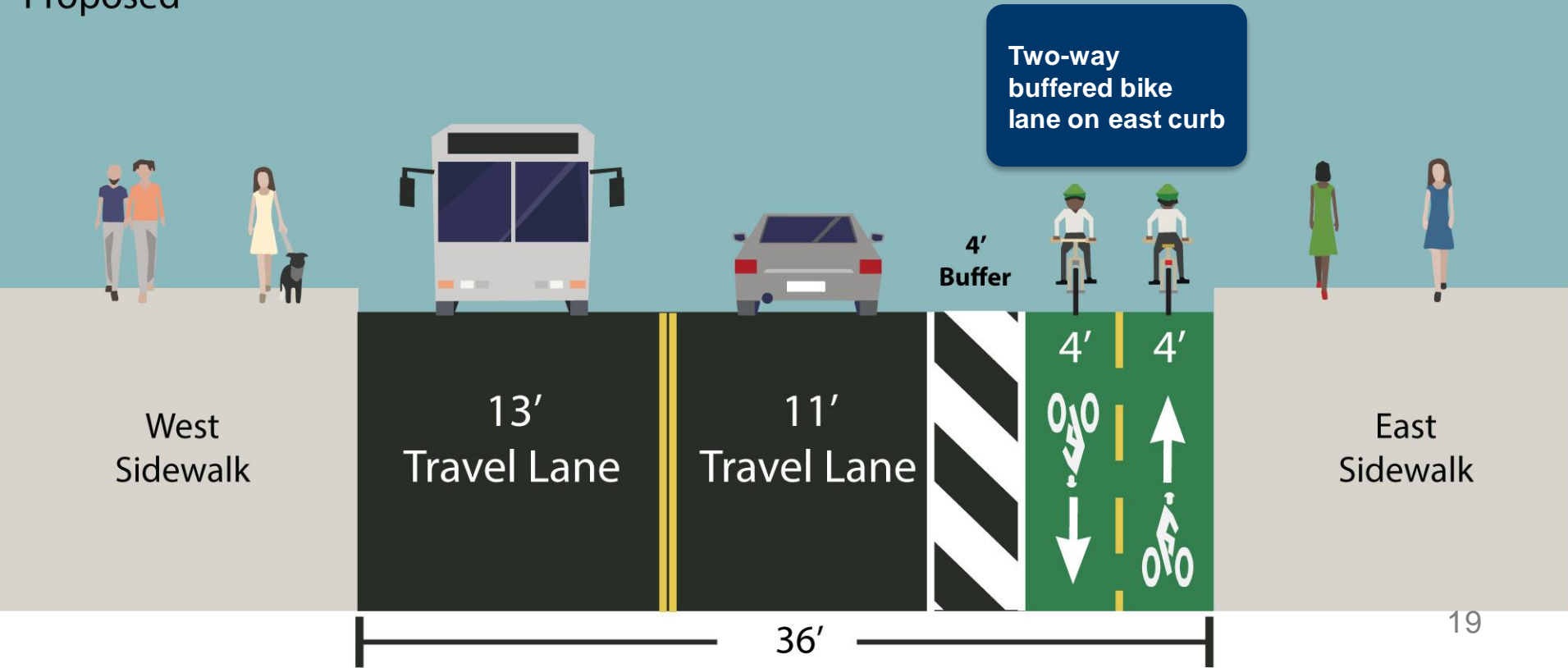
OPTION 2 – Christopher St to 6th Ave



Maintain two-way traffic to accommodate bus route

Remove approximately 4 metered parking spaces

Proposed



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:

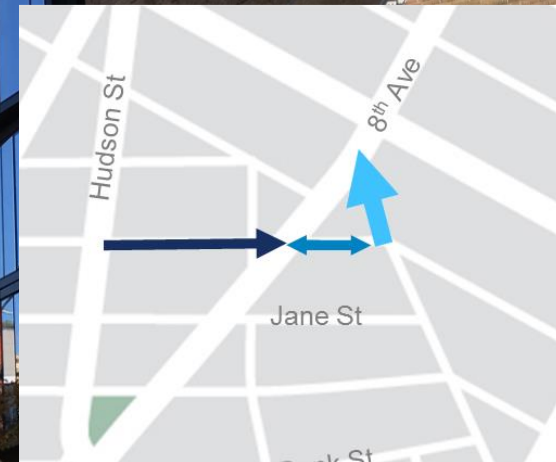
- 14th St or 12th St
- Continue on 7th Ave
- Access Greenwich Ave or 8th St via Christopher St

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

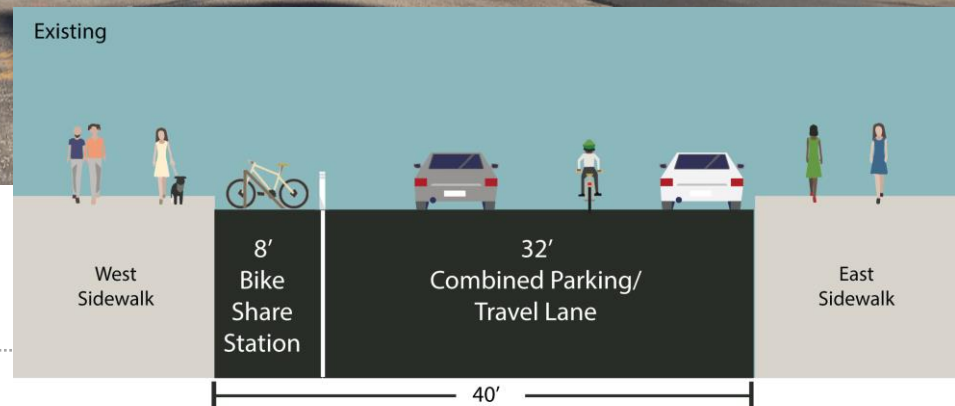
People will still be able to circle to park – street grid remains efficient

BIKE CONNECTIONS – Greenwich Ave (W 13th St to 8th Ave)

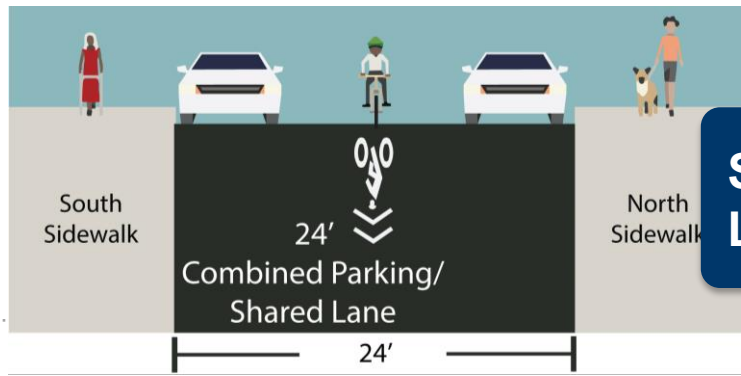
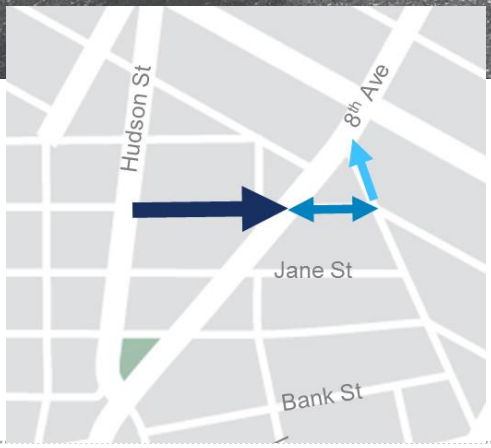


Existing One-way NB Extra Wide Travel/Parking Lane

- Maintain NB bike connection to 8th Ave facility
- Maintain Bike Share Station
- Maintain vehicular movements
- Possible pedestrian improvements

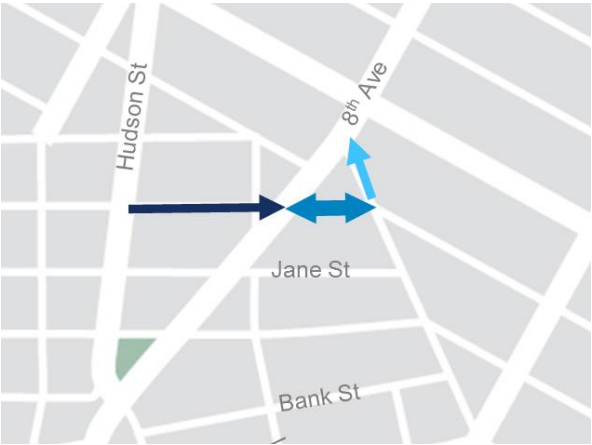
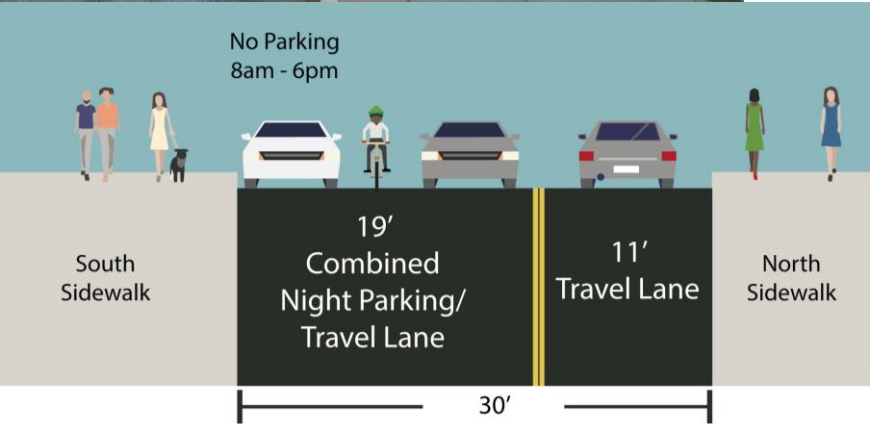


BIKE CONNECTIONS – Horatio St (Hudson St to 8th Ave)

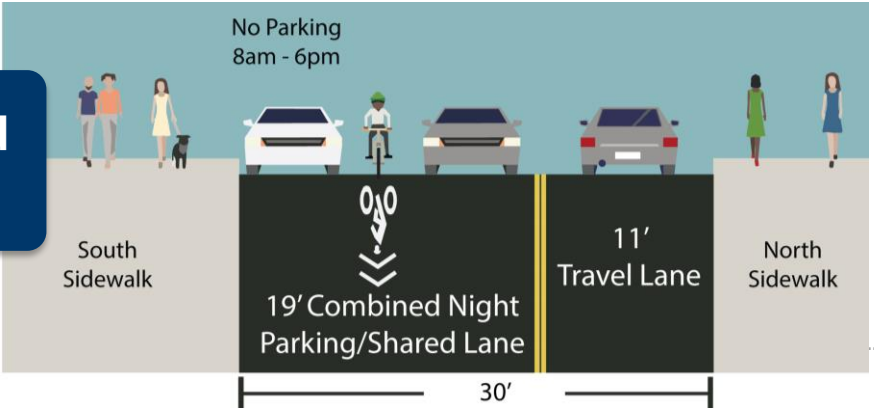


Shared Lane

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



Shared Lane



SUMMARY

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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?



NYC DOT



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