West 10th & Christopher Streets
Crosstown Bicycle Lanes

Presentation to:
Community Board 2
April 14, 2009
Why are we here?

- Building a Citywide Bicycle Network: Bicycle Master Plan
  - 1997
- Bicycle Fatality Study - Improve Safety
  - 2006
- Mayor’s PlaNYC – A Greener Transportation Network
  - 2007
Cycling Growth in Project Area

- New York City cycling increases
  - 35% increase in cycling commuters from 2007-2008
  - 100% increase in all bicycle traffic since 2002

- Bicycle transportation mode share
  - New York City = 0.6%
  - Manhattan = 60% higher than NYC
  - CB2 = 40% higher than Manhattan

- Community college campuses pushing for increased bicycle transportation
  - New York University launched bicycle share program
  - The New School promoting bicycle transportation around its campus

- Prince Street bicycle lane installation in 2007
  - 38% increase in cycling
Project Overview
Proposed for June, 2009

- Upgrade the existing bicycle route on W.10th Street to a bicycle lane
- Upgrade the existing bicycle route on Christopher St. to a bicycle lane
- Connect the Hudson River Greenway, 6th Avenue, and other existing north-south bicycle lanes
Design Treatments

Bicycle Improvements

- Green Bicycle Lanes (Class 2)
- Bicycle Lanes (Class 2)
- Bicycle Boxes
- Bicycle Route (Class 3)
- Intersection markings
- Bicycle Route Signage

Bike Box

Bicycle Route (Class 3)

Intersection Markings

Directional Sign

Green Bicycle Lane (Class 2)

Bicycle Lane (Class 2)
West 10th Street

Proposed Improvements

- Bicycle lane adjacent to loading/parking lane on north side of W.10 St.
- Facility for first 3 blocks:
  - West St. - Hudson St.

Existing

W. 10th Street between West St. and Washington St.

Proposed

Example of Design: Bleecker St. between 6th Ave. and MacDougal St.

- Bicycle lane next to parking/loading lane
- Rest of project
- Connecting routes
- Greenway

No parking will be affected
West 10th Street

Proposed Improvements

- Bicycle route (non-contiguous) facility for 2 blocks:
  - Hudson St. – Bleecker St.
  - Waverly Pl. – Greenwich Ave.

Existing

W. 10th St. between Hudson St. and Bleecker St.

Proposed

Example of Design: Pacific St. between Boerum Pl. and Court St.

No parking will be affected

![Map]

- Bicycle route (shared lane)
- Rest of project
- Connecting routes
- Greenway
West 10th Street

Proposed Improvements

- Curbside green bicycle lane on north side of the street
- Facility for 4 blocks: Bleecker St. – Waverly St.
  Greenwich Ave. – 6th Ave.
- Change Parking Reg. from “No Parking Anytime” to “No Stopping Anytime” on north side

Existing

W. 10th Street between 7th Avenue and Waverly Pl.

Proposed

Example of Design: Bleecker St. between Charles St. and West 10th St.

- Green bicycle lane next to curb
- Rest of project
- Connecting routes
- Greenway

No parking will be affected
Christopher Street
Proposed Improvements

- Curbside green bicycle lane on north side of street
- Facility for 6 blocks:
  - 6th Ave. – Greenwich St.

No parking will be affected
Peak truck loading demand

- Peak hours on West 10th Street are:
  - 9 am – 10 am
  - 4 pm – 5 pm
- Peak hours on Christopher Street are:
  - 9 am – 10 am
  - 5 pm – 6 pm

<table>
<thead>
<tr>
<th>West 10th Street</th>
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</thead>
<tbody>
<tr>
<td>Current Capacity for Loading</td>
<td>55 trucks</td>
</tr>
<tr>
<td>Current Utilization at Peak Hours</td>
<td>3 trucks</td>
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<tr>
<td>Proposed Capacity</td>
<td>18 trucks</td>
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<tr>
<td>Utilization after project</td>
<td>17%</td>
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<table>
<thead>
<tr>
<th>Christopher Street</th>
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</thead>
<tbody>
<tr>
<td>Current Capacity for Loading</td>
<td>56 trucks</td>
</tr>
<tr>
<td>Current Utilization at Peak Hours</td>
<td>6 trucks</td>
</tr>
<tr>
<td>Proposed Capacity</td>
<td>7 trucks</td>
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<tr>
<td>Utilization after project</td>
<td>86%</td>
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</tbody>
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End of Presentation

- More information on this and recent projects is available at nyc.gov/dot