MacDougal, Thompson, Washington Square North

Presentation to: Community Board 2
April 14, 2009

NEW YORK CITY DOT
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

- Connects 5th Avenue bicycle lane to the existing network, including:
  - Bleecker Street
  - Prince Street
  - Grand Street

- Provides another feeder route to Grand Street parking protected bicycle path

- Enhances access, safety and circulation for area residents and the large student population
Design Treatments

Bicycle Improvements

- Green Bicycle Lane (Class 2)
- Bicycle Route (Class 3)
- Bicycle Boxes
- Intersection markings
- Bicycle Route Signage
Washington Sq. North & MacDougal St.

Proposed Improvements

- Curbside green bicycle lane along south side of Washington Sq. North, then down east side of MacDougal Street
- Facility for 5 blocks:
  - 5th Ave – MacDougal St. (westbound direction)
  - Wash. Sq. North – Bleecker St. (southbound direction)

No parking will be affected

MacDougal St. between West 3rd St. and Bleecker St.

Example of Design:
Bleecker St. between Charles St. and West 10th St.
Thompson Street
Proposed Improvements
- Bicycle route (Class 3)
- Facility for 6 blocks: Bleecker Street – Grand Street
  - Bicycle que jump at Broome Street
  - Curbside bike lane from Broome Street – Watts Street

Existing

Proposed

Example of Design:
Pacific St. between Boerum Pl. and Court St.
Peak truck loading demand

- Peak hours are:
  - 1 pm – 2 pm
  - 4 pm – 5 pm

<table>
<thead>
<tr>
<th>MacDougal Street: West 4th Street - Bleecker Street</th>
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<tbody>
<tr>
<td>Current Capacity for Loading</td>
<td>52 trucks</td>
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<tr>
<td>Current Utilization at Peak Hours</td>
<td>9 trucks</td>
</tr>
<tr>
<td>Proposed Capacity</td>
<td>27 trucks</td>
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<td>Utilization after project</td>
<td>33%</td>
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End of Presentation

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