



Centre & Lafayette St

Protected Bicycle Lanes

Presented to Community Board 2 on March 3, 2022



Background

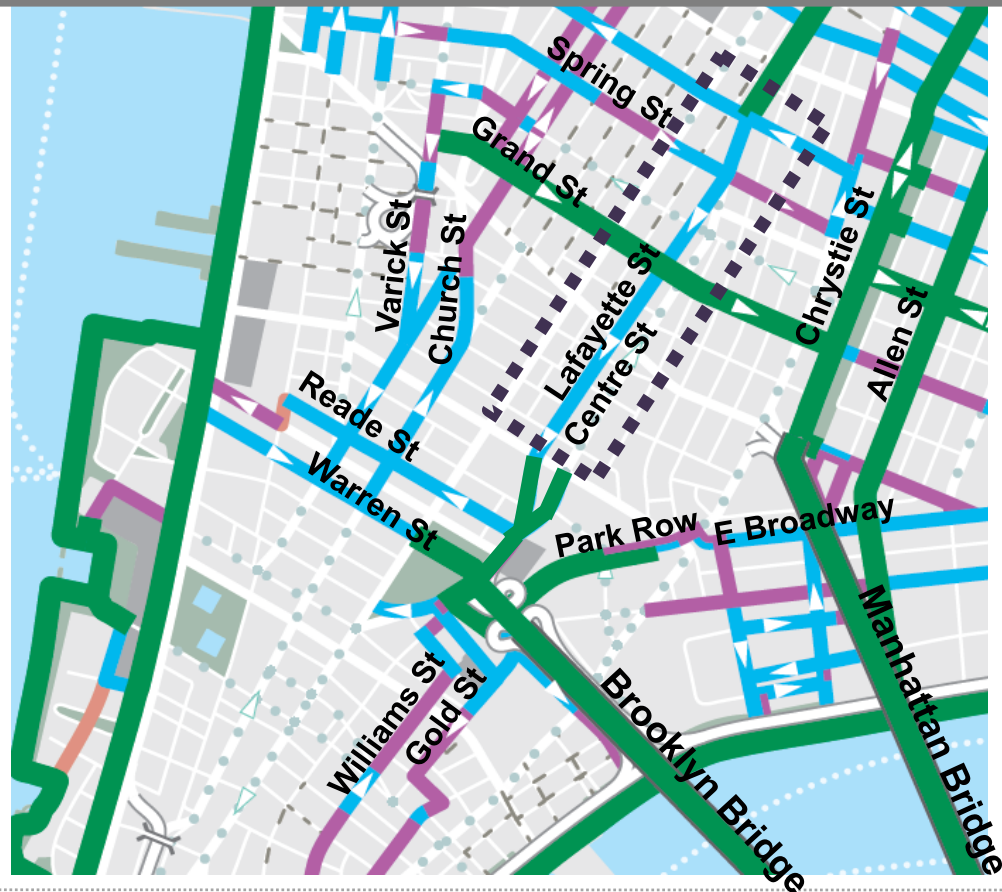
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Brooklyn Bridge:

- No northbound connection from the Brooklyn Bridge without forcing cyclists to divert multiple blocks either east or west

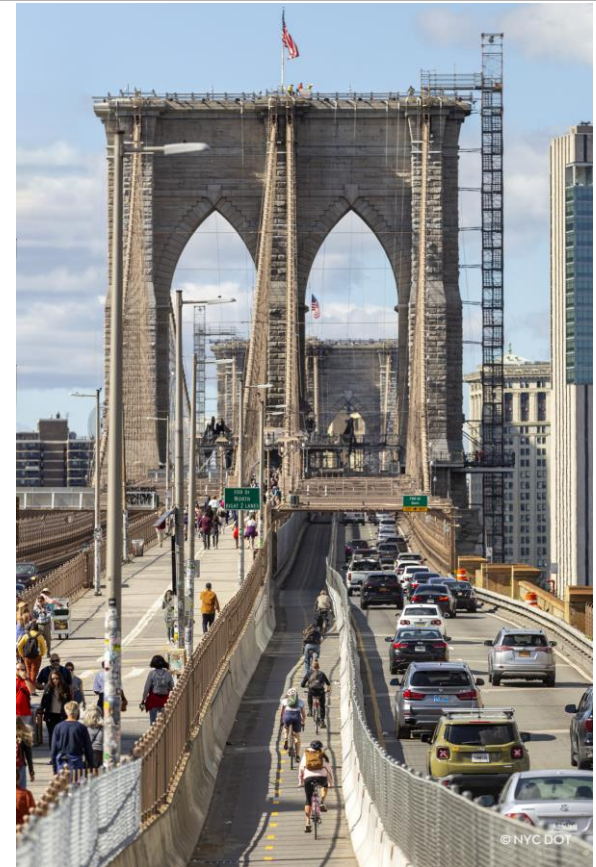
Manhattan Bridge:

- Protected bike lane connections installed on Allen St and on Chrystie St, which connect to 1st Ave and 2nd Ave



Manhattan Access:

- Upgraded Brooklyn Bridge bicycle path was completed in September 2021
- Cyclists access the new two-way bike lane via the middle of the roadway at the intersection of Centre St and Chambers St



Background

Connection to the Brooklyn Bridge: Protected Bicycle Lane at Bridge Entrance



Left turning vehicles exiting the bridge are restricted to a dedicated turn phase

Bicycles are protected from left turning vehicles by signal timing

All-pedestrian “Barnes dance” is maintained

Background

Connection to the Brooklyn Bridge: Protected Bike Lanes on Centre St and Lafayette St



Barrier-protected two-way bicycle lane splits into a pair of one-way protected lanes at Reade St

Parking-protected bicycle lanes on both Centre St and Lafayette St between Duane St and Worth St

Centre and Lafayette St between Worth St and Canal St were already presented and will be implemented in 2022

Existing Conditions & Proposal

2

Existing Conditions

Centre St / Cleveland Pl from Canal St to Spring St



Long crossing distances

**Protected bike lane
connection from Brooklyn
Bridge to Worth St, no
northbound bicycle
facility between Worth St
and Spring St**

**Cyclists mix with moving
vehicles and navigate
around double parked
vehicles**

Existing Conditions

Lafayette St from Spring St to Canal St



Long crossing distances

Existing buffered bike lane is unprotected and often blocked

Cyclists not protected from vehicles

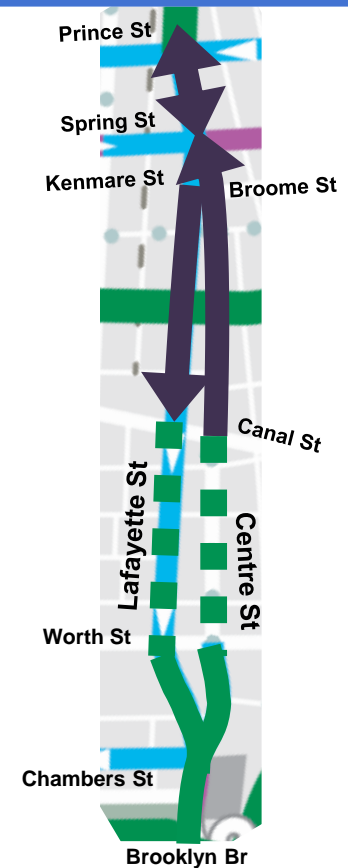
Disorganized turning movements

Centre St:

- Install a protected bicycle lane on Centre St from the Brooklyn Bridge connection at Worth St north to Broome St
- Add pedestrian refuge islands at intersections to reduce pedestrian crossing distances
- Reduce Centre St to one travel lane between Canal St and Broome St

Lafayette St:

- Install a southbound protected bicycle lane on Lafayette St from Kenmare St to Canal St
- Install a two-way protected bicycle lane on Lafayette St from Spring St to Prince St
- Add pedestrian refuge islands at intersections to reduce pedestrian crossing times



Changes for Motorists:

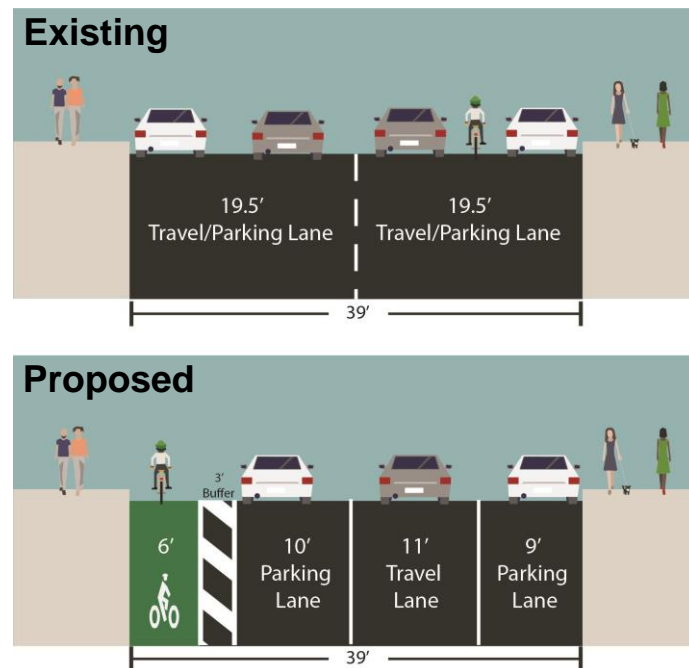
- Travel lanes reduced from two lanes to one; approximate peak hour vehicle volumes are 400 at Canal St and 600 at Broome St
- Approximate reduction of five parking spaces per block

Changes for Cyclists & Pedestrians:

- Continue the parking protected bike lane along the west curb
- Install pedestrian refuge islands to reduce crossing distances for pedestrians

Worth St to Canal St:

- Similar design, previously presented to Community Board 1 in September 2021

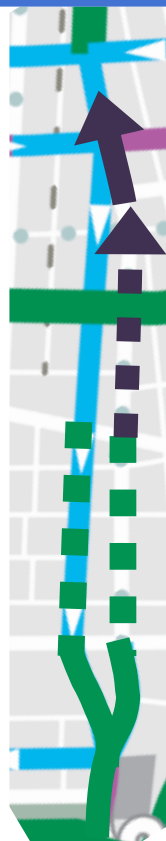
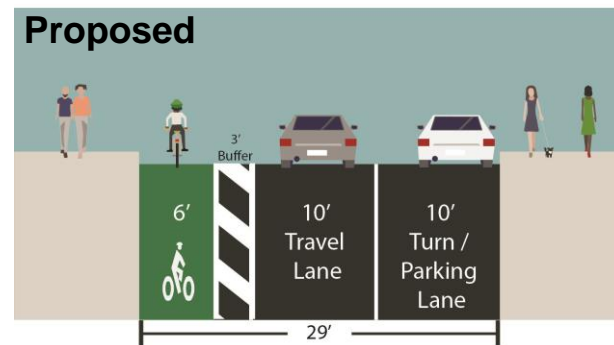
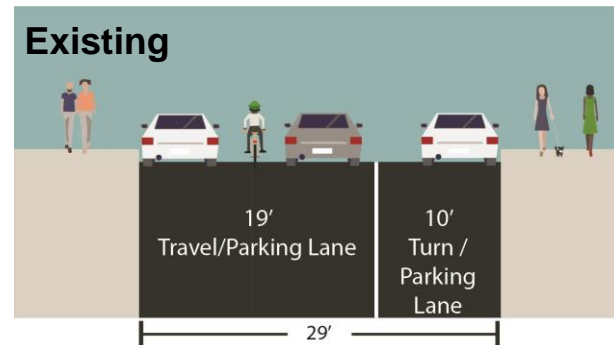


Changes for Motorists:

- Maintain existing travel lanes and turn lane
- Convert one block of parking to curbside bike lane (approximately 8 spaces)

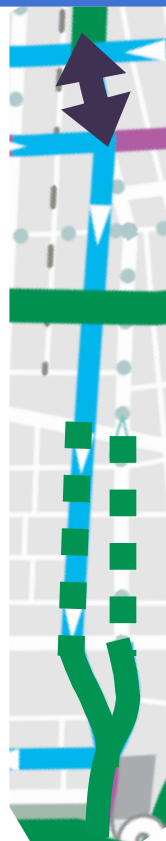
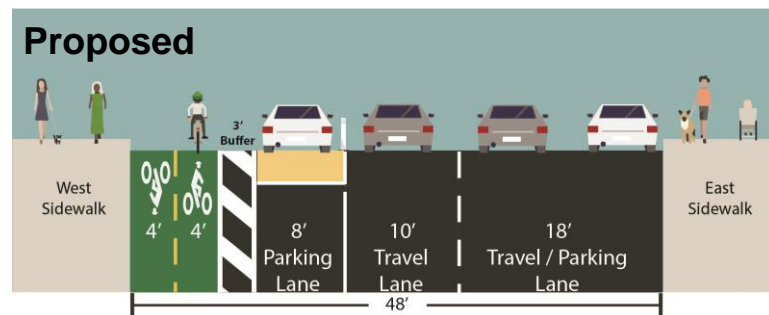
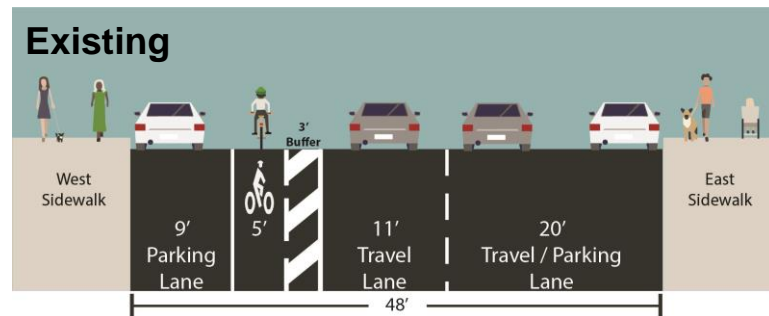
Changes for Cyclists & Pedestrians:

- Install a curbside bicycle lane on the west curb
- Maintain open restaurants on east curb



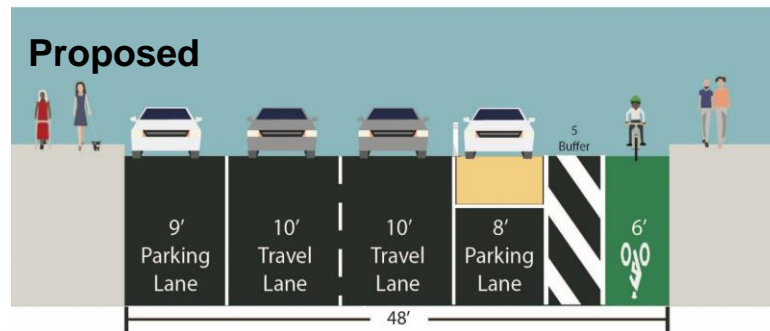
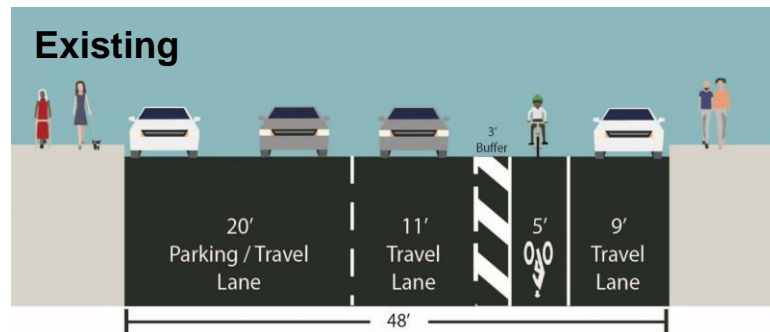
Upgrade the existing buffered bike lane to a two-way protected lane:

- Protected lane on the west curb maintains two travel lanes for vehicles and existing parking
- Northbound protected lane connects Centre St/Cleveland Pl bike lane to the existing northbound protected bike lane one block north at Prince St
- Southbound protected lane connects Prince St bike lane with Lafayette St lane south of Spring St
- Reduces crossing distances for pedestrians
- Removes approximately three parking spaces on the block for left turn treatments and pedestrian islands



Upgrade the existing buffered bike lane to a protected lane:

- Protected lane for cyclists along the east curb connects Spring St and Grand St bike lanes to the Brooklyn Bridge
- Installs pedestrian refuge islands and reduces crossing distances for pedestrians
- Maintains two travel lanes for vehicles
- Removes approximately three parking spaces per block for left turn treatments and pedestrian islands
- Installs green paint in the existing curbside lane from Spring St to Kenmare St



Summary

Project Summary:

- Continue the protected Brooklyn Bridge bicycle connection north from Worth St
- Upgrade Lafayette St to a protected lane to connect to the Brooklyn Bridge
- Shorten crossing distances for pedestrians and install pedestrian islands
- Maintain capacity for motorists while expanding the protected bicycle lane network to the East River Bridges



Thank You!

Questions?



NYCDOT



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