



Bicyclists and Pedestrian Improvements

Lafayette St/4 Av, Prince St to E 15 St

Community Board 2, Transportation Committee Meeting – April 28, 2026



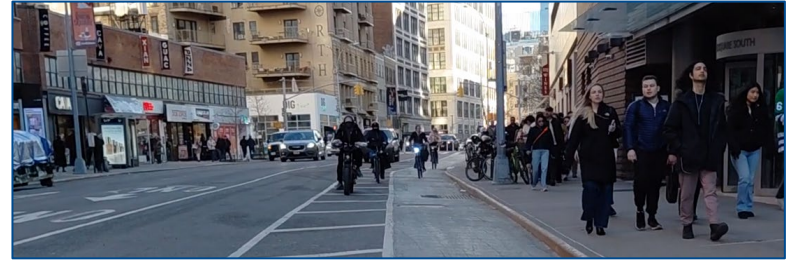
Overall Project Goals:

Pedestrians

- Improve the quality of the walking environment
- Improve safety along the corridor
- Create new pedestrian space

People on Bicycles

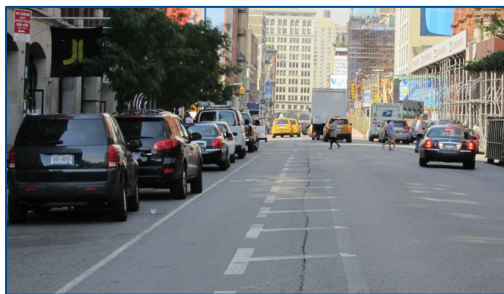
- Upgrade the quality and experience of existing bike facilities
- Create bike network and infrastructure connections locally and borough-wide
- Create cycling options based on ability, comfort level and interest



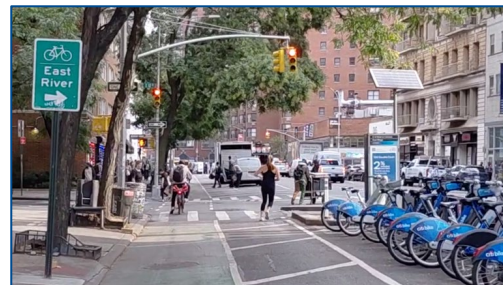
Lafayette St/4 Av, Prince St to E 15 St

Background

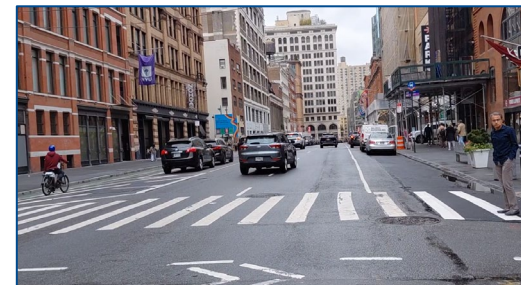
- Pedestrian activity is high along the corridor, especially near Astor PI
- The existing street width exceeds the capacity requirements for current traffic volumes on the corridor
- Cycling along the corridor continues to grow
 - On a typical weekday, 14-hour period, over 3,500 people on bikes
- In 2025, Citi bike use reached a milestone of 45 million rides per year
- The bike share station on Lafayette St at E 9 St is one of the most highly used stations
 - Over 16,500 riders per month, 547 per day



Original buffered bike lane pre-2014



The one-way protected bike lane installed in 2014



Typical traffic conditions along corridor.

Existing Bike Network

- A two-way protected bike lane exists north of E 15 St
- South of Prince St protected bike lanes on Centre St and Lafayette St connect to the Brooklyn Bridge
- Lafayette St protected bike lane is only one-way northbound
- Conventional bike lane on Broadway ends at Bleecker St, often blocked
- No southbound protected bike lane connections exist between 7th Ave and 2nd Ave, nearly a one-mile gap.

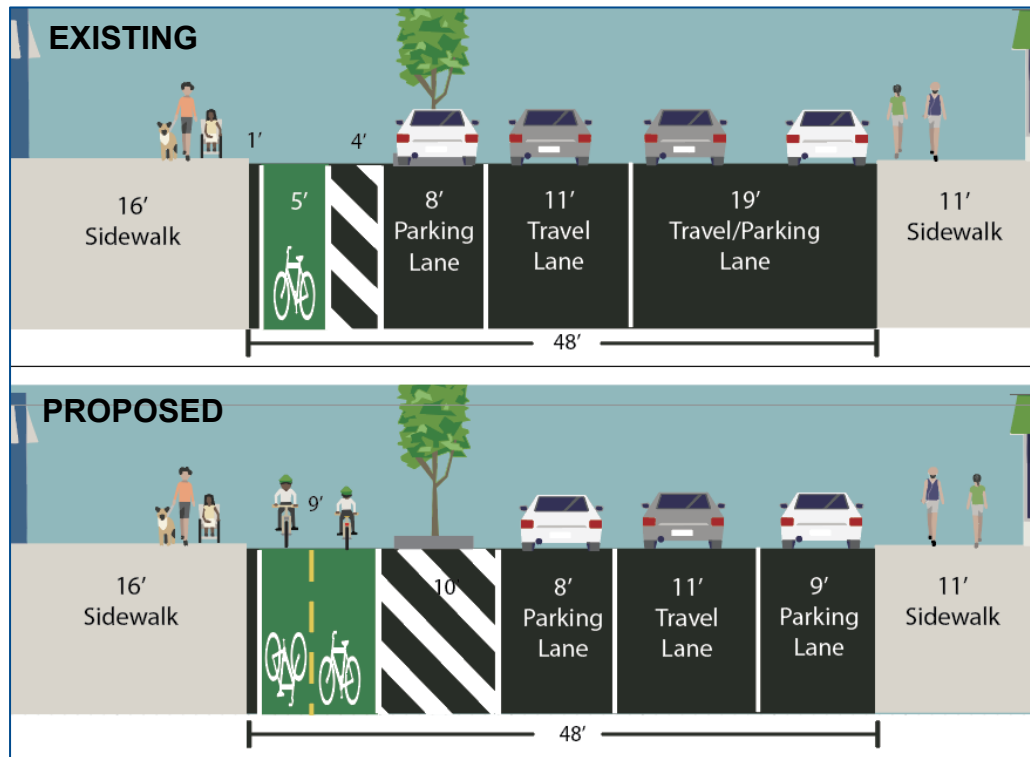


Lafayette St, Prince St to E 8th

Proposed Design

- Convert the existing 5' one-way protected bike lane to 11' two-way protected lanes
- Convert northbound travel lanes from two lanes to one through lane and one turn lane – parking lanes become turn lanes at intersections to accommodate turning vehicles
- Install split LPI traffic signals
- Create expanded amenity zone between the bike lane and parking lane
 - More pedestrian space
 - Containerization
 - Opportunities for cargo/bike parking
 - Above surface landscaping

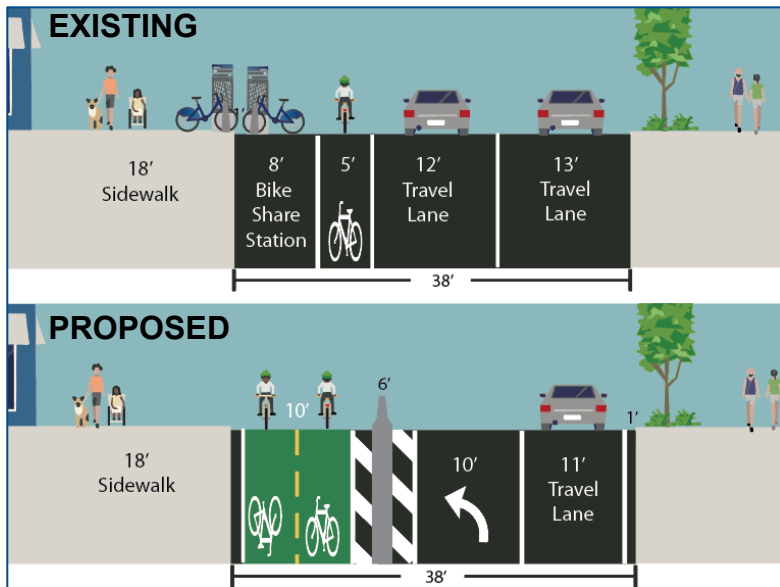
Lafayette St, Prince St to E 8th St



Lafayette St, E 8 St to E 9 St

Bike Station Share Relocation

- Convert two northbound travel lanes to one left turn lane and one through lane
- The redesign of Lafayette St requires the relocation of the bike share station to south of Astor Pl intersection and will be located within the roadway



Current location at E 9 St



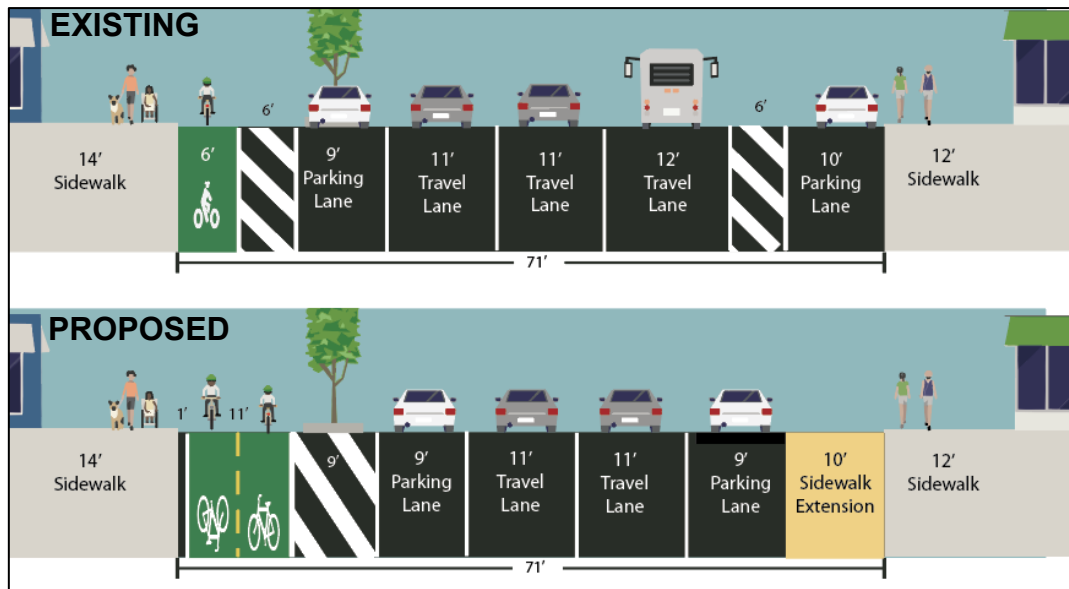
Proposed New Location of Bike Share Station



4 Av, E 9 St to E 13 St

Proposed Design

- Shorten pedestrian exposure by adding new pedestrian space
- Reduce the number of north bound travel lanes from three to two
- Create turn lanes to better mitigate turning vehicles
- Convert the existing 5' one-way protected bike lane to 11' two-way protected lanes

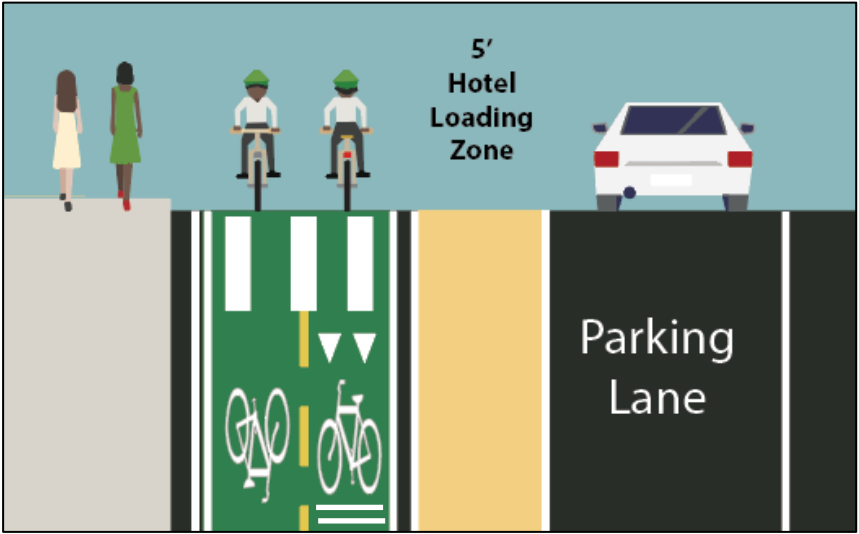


Merge at 4 Av and Lafayette St



Hotel Loading Zone Design - Hyatt Union Square New York

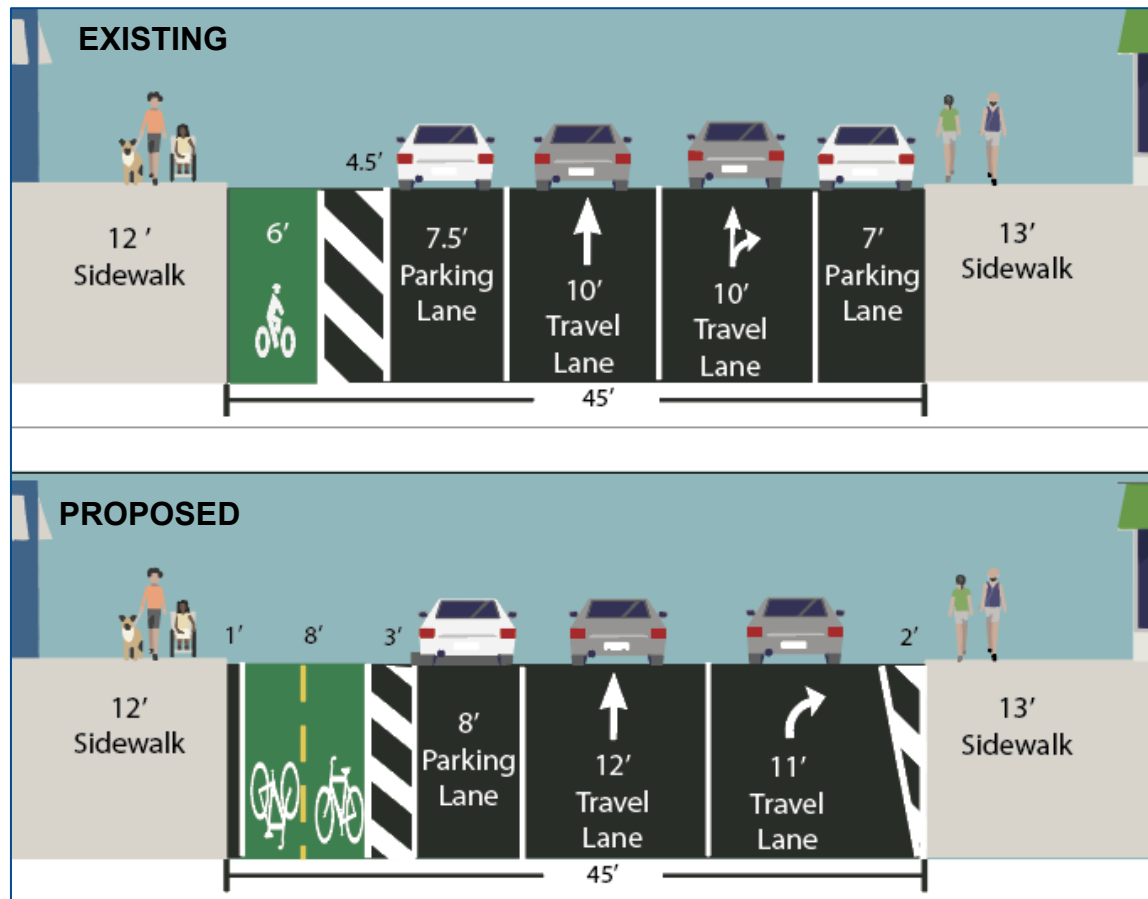
- Create a 5-foot painted loading zone for guests located between the parking lane and bike lane
- Improves pedestrian pick-up and drop-off
- Provides daylighting to reduce double parking and lane blockages at pick-up and drop-off zones
- Rumble strips and markings clarify crossing



4 Av, E 13 St to E 14 St

Proposed Design

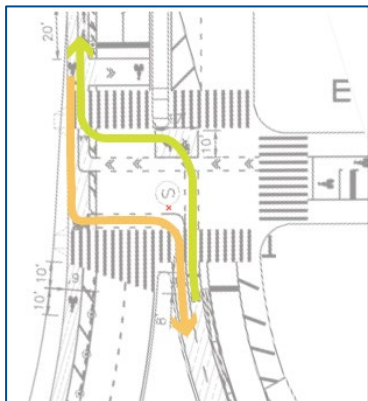
- One northbound travel lane
- Right-turn lane
- Convert the existing 5' one-way protected bike lane to 11' two-way protected lanes



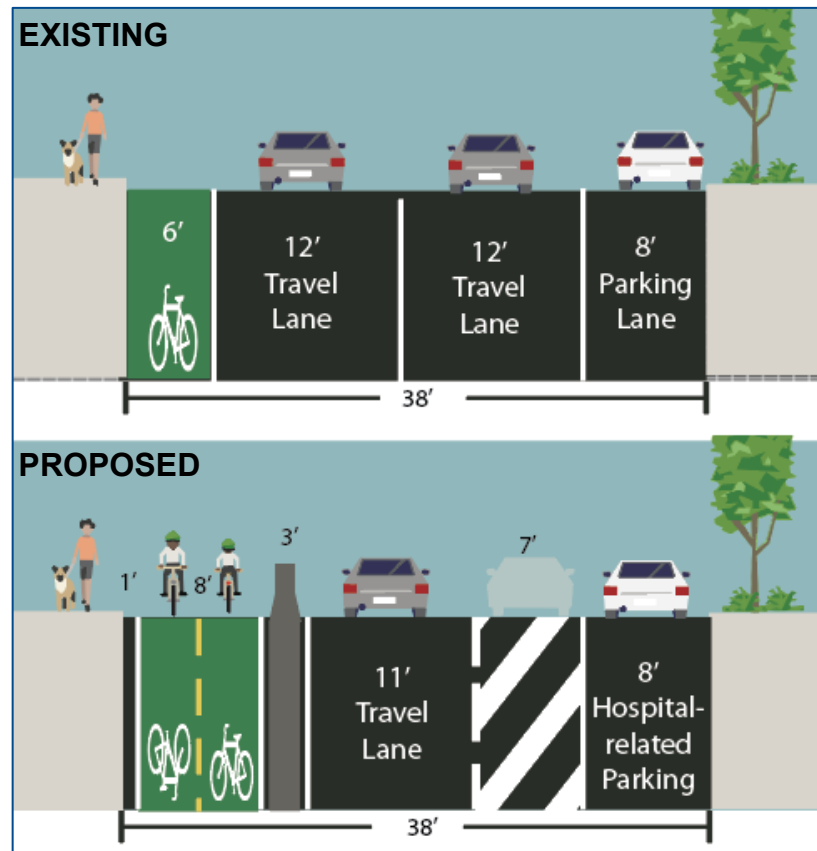
Union Square East, E 14 to E 15 St

Proposed Design

- Convert the existing one-way bike lane to a two-way concrete barrier protected bike lane
- Reduce the number of north bound travel lanes from two between E 14 St to E 16 St to one lane
- 7' channelized space provides extra space for vehicles to pick-up and drop-off outside the flow of traffic



Cross over to existing 2-way protected bike lane



Lane Assignments & Traffic Signals

Dedicated turn lanes promote safer, more efficient processing of through vehicles.

Install **left turn lane treatment**:

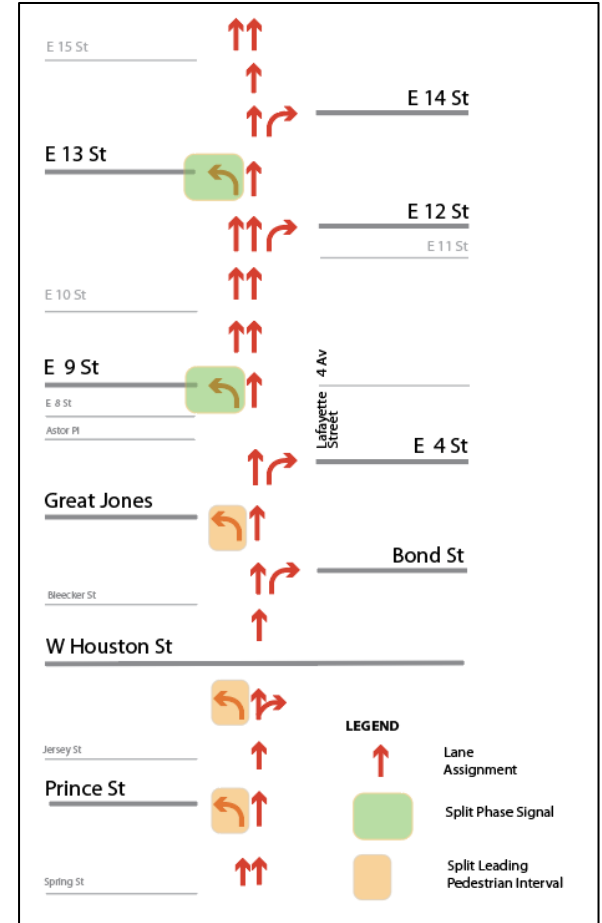
- Plus, Leading Pedestrian Interval (LPI):
 - Prince St, Houston St, Great Jones
- Plus, split phase signal timing:
 - E 9 St, E 13 St

Install **right turn lanes** at intersections with higher volumes to reduce backpressure and maintain through traffic:

- Right turn lane locations:
 - Bond St, E 4 St, E 12 St, E 14 S

14 Street Approach

- Traffic volume reduction required



Pedestrian Improvements

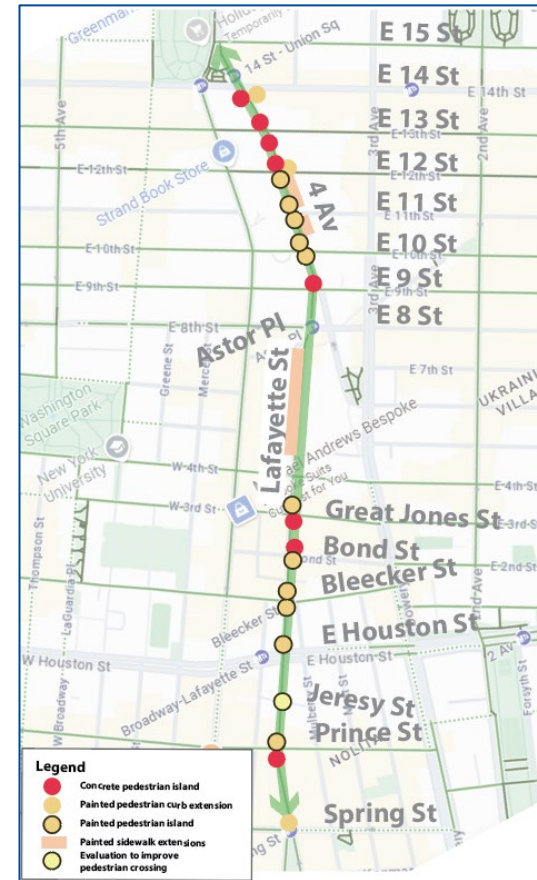
Proposed Design

In support of reclaiming space to create a safer, physically improved walking environment DOT plans to:

- Build 9 new concrete islands
- Build 2 sidewalk extensions
- Build buffer in concrete between E 10 St and E 11 St (new)
- Install 11 painted pedestrian space to existing concrete pedestrian islands (new)
- Install 3 painted pedestrian curb extension (new)
- 1 on-going signal study at Jersey St

Construction of concrete islands anticipated later in 2026

Locations of proposed pedestrian treatments

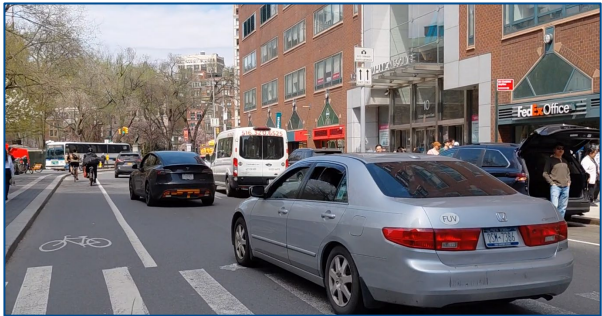


Focus Areas From Previous CB Meeting

Union Square East, E 14 to E 15 St

Existing

- Double parking is occurring on the east side of the street
- Illegal parking on the approach to E 15 St
- Result is motorists are forced to merge into one lane at intersection or midblock
- Typically, one travel lane operation



Double Parking



Vehicles merging in intersection

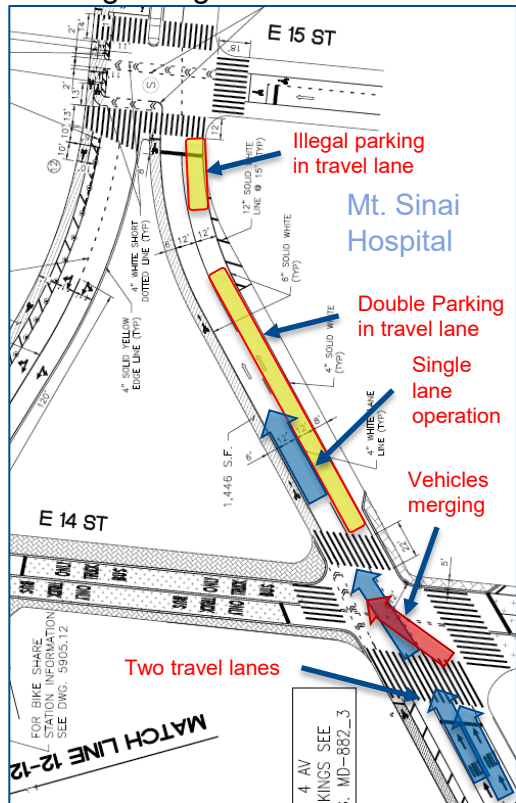


Illegal Parking

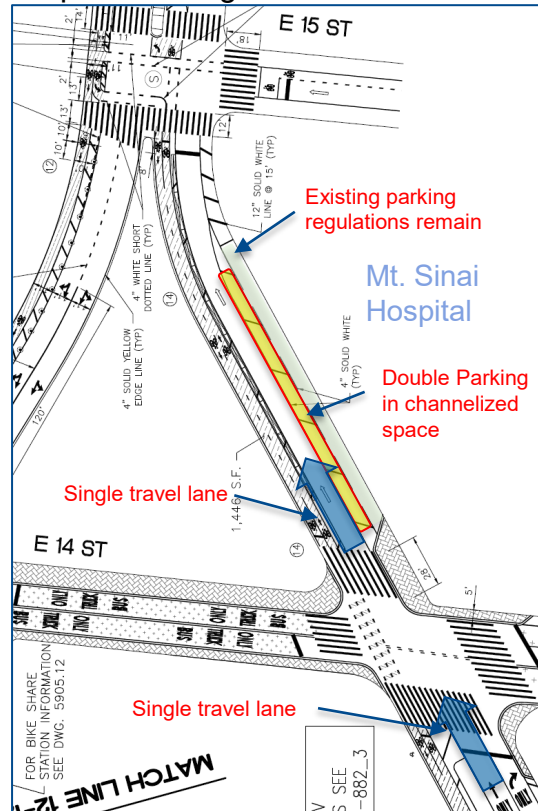
Union Square East, E 14 to E 15 St

A single lane feeding into 14 St will organize traffic ahead of hospital loading

Existing Design

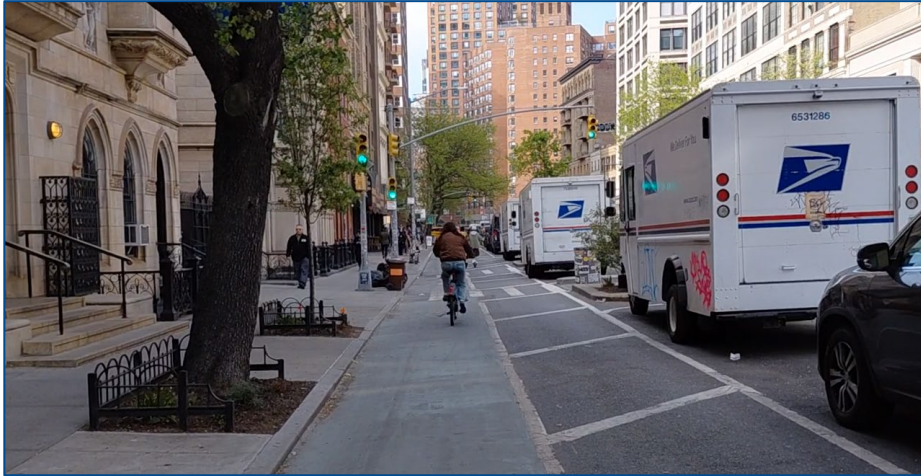


Proposed Design



Grace Church School (E 9 St – E 12 St)

Existing Conditions



Trucks legally and illegally parked, block sightlines between people crossing and people on bicycles.



Pedestrians cross the bike lane between parked vehicles

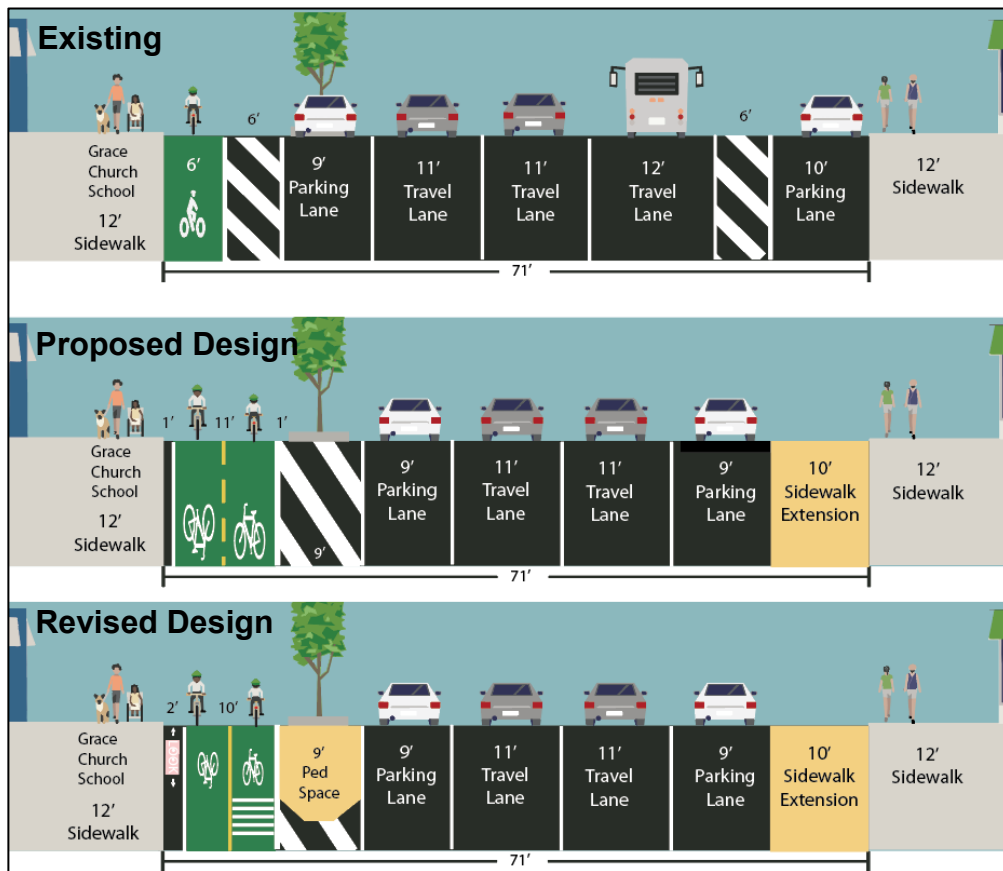
Grace Church School (E 9 St – E 12 St)

Revised Design

Updates Based on Feedback:

- Install painted pedestrian space between parking and bike lane
- 2' edge line added adjacent to west curb
- Bike lane narrowed to 10'
- Add LOOK markings at crosswalks with the 2' edge line

The revised design improves sightlines, slows bicycles, and better organizes interactions within the space



General Parking Regulation Changes

Limits: Prince St to E 14 St

Existing Conditions

- Current parking regulations allow 11 hours of continuous parking
 - Restricts parking turnover
 - Creates double or illegal parking

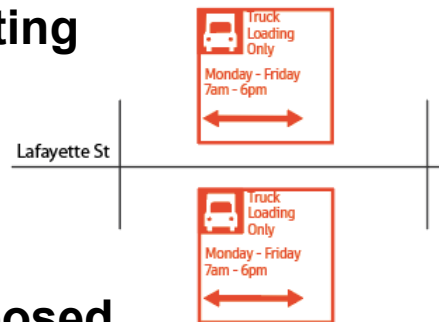
Change Justification:

- Metered parking promotes parking turnover
- Metered parking is enforceable, truck loading is not

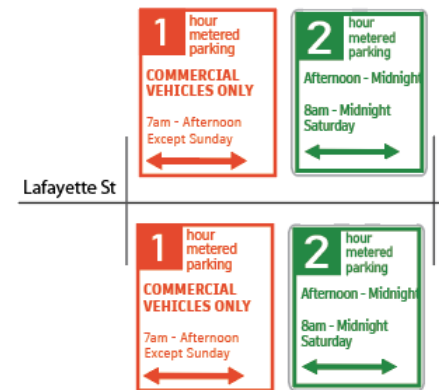
Proposed parking regulation changes:

- Convert Truck Loading Only to:
 - 1 Hour Paid Commercial, 7am – Afternoon
 - 2 Hour metered parking Afternoon – midnight
- [Parking regulations in line with Broadway](#)

Existing



Proposed



Outstanding Parking Regulation Change Request

Limits: Prince St to Jersey St

Existing Conditions

- Current parking regulations – Truck Loading, M-F, 7a – 6p

Change Requested by:

- Gospel (281 Lafayette St)

Proposal:

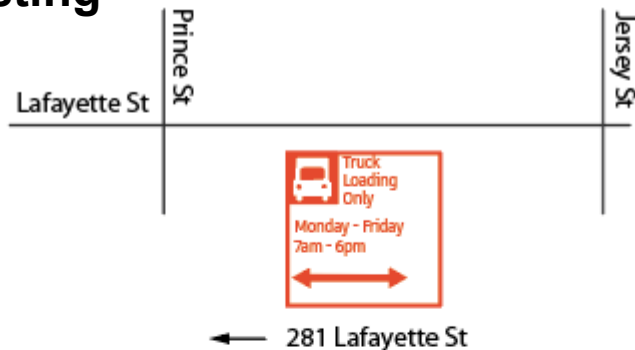
- No Parking 6pm – 6am

DOT response:

Proposal feasible, however:

- **Tradeoff:** Overnight parking restrictions, occurs all days, impact to truck loading

Existing



Proposed



Two-Way Bike Lanes

Design Treatments

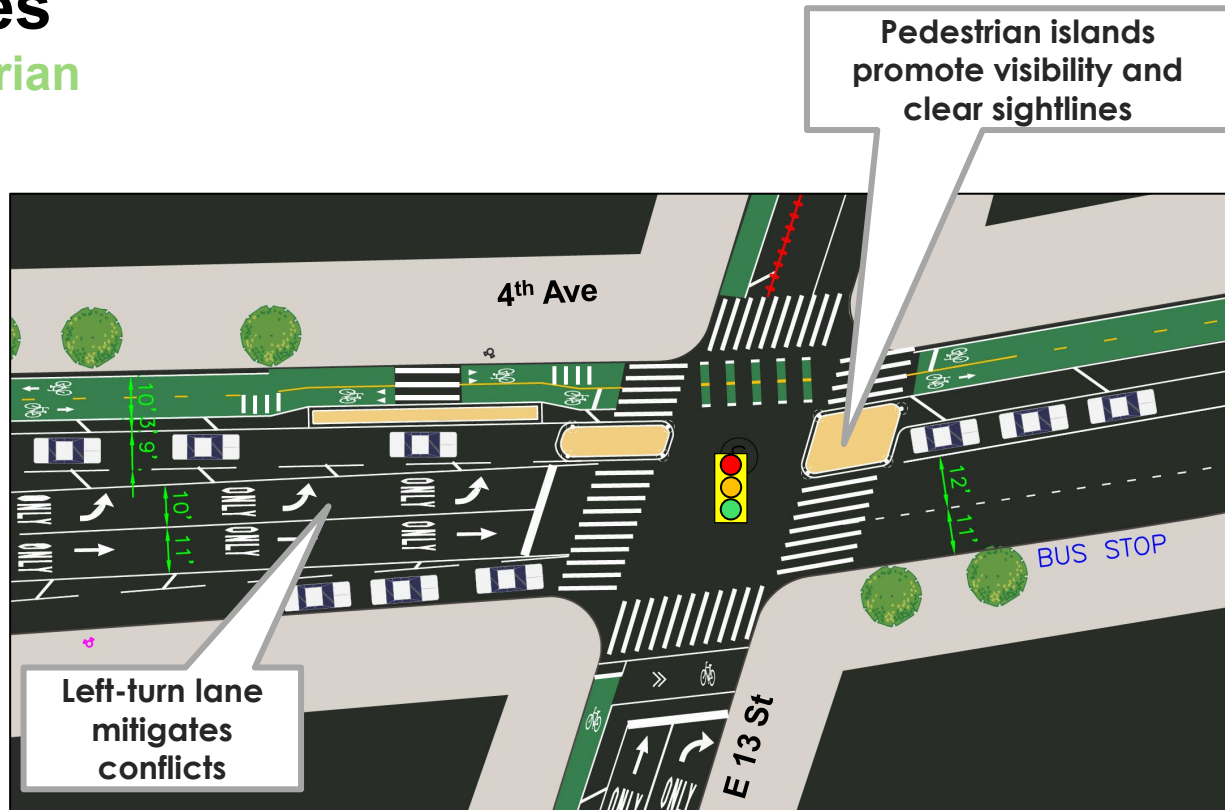
- Markings, signals, and signage clarify interactions and promote predictability



Two-Way Bike Lanes

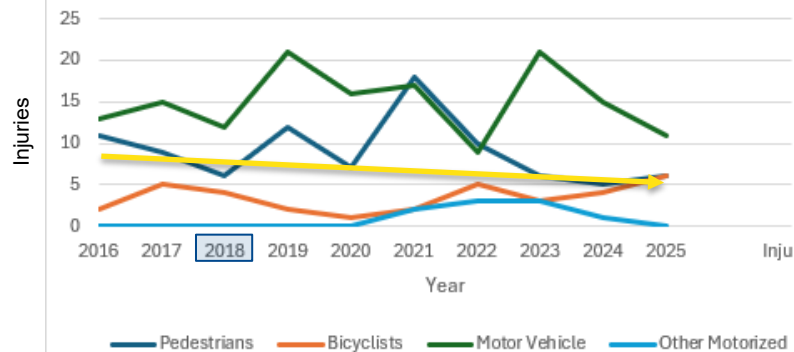
Design Treatments pedestrian

- Painted pedestrian space, shorten crossings and establish clear sightlines
- Dedicated left-turn lane separates vehicle movements from pedestrian and bicycle movements

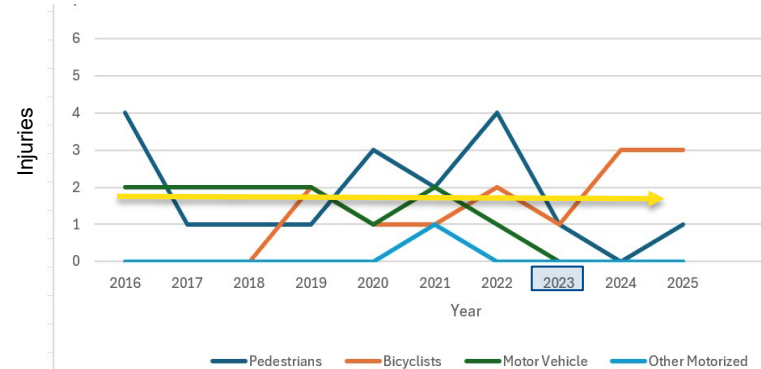


Historical Injury Statistics for Two-way Protected Bike Lanes

Dyckman St (Broadway – Nagle Av)



Lafayette St (Prince St – Spring St)



2018 = Project upgrade completion year

- Corridor upgraded from one-way PBL to two-way PBL in 2018
- **ZERO** bike on pedestrian injuries
- Injuries for all street users trending downward
- Corridor upgraded from one-way PBL to two-way PBL in 2023
- One bike on pedestrian injury (2/2020 – three years prior to two-way conversion)
- Injuries low for all users

Summary

Summary of Benefits

Pedestrians

- Shortens crossing distance of roadway, reducing exposure
- Separates turning vehicles from pedestrians crossing in the crosswalk
- Creates new pedestrian space, improving the quality of the walking environment
- Creates opportunities for greening and greater permeability along the corridor

People on Bicycles

- Creates a protected southbound bike connection from Flatiron to the BK Bridge
- Improves access, circulation and safety for cyclists
- Expands cycling options for all-ages-and-ability and comfort levels
- Adds new spaces for bicycle parking and cargo bike parking
- Creates better connections to existing bike share stations

Thank You!

Questions?



NYCDOT



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