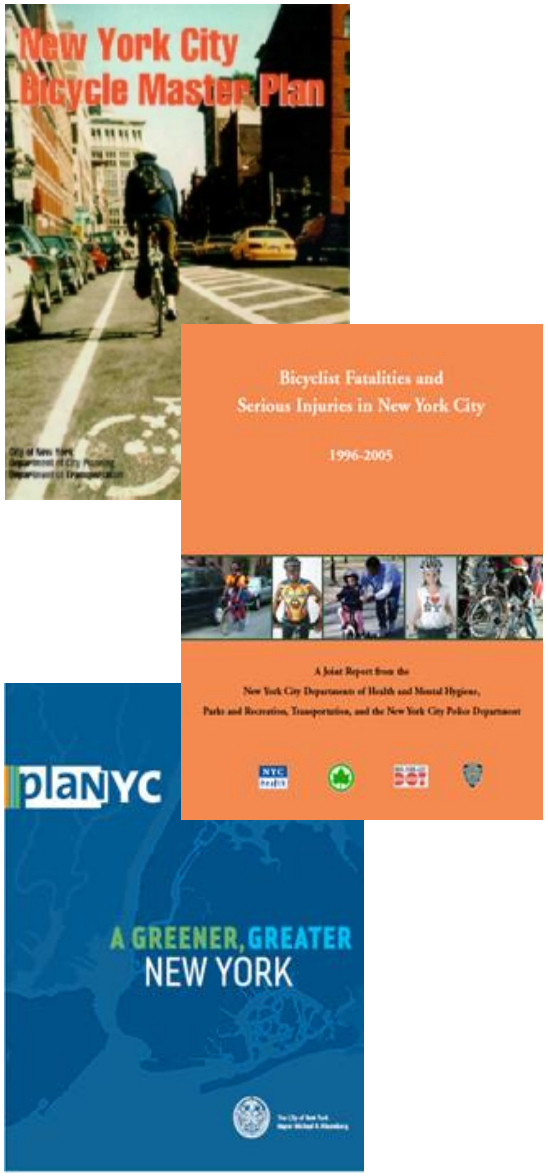
# West 10th & Christopher Streets Crosstown Bicycle Lanes

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



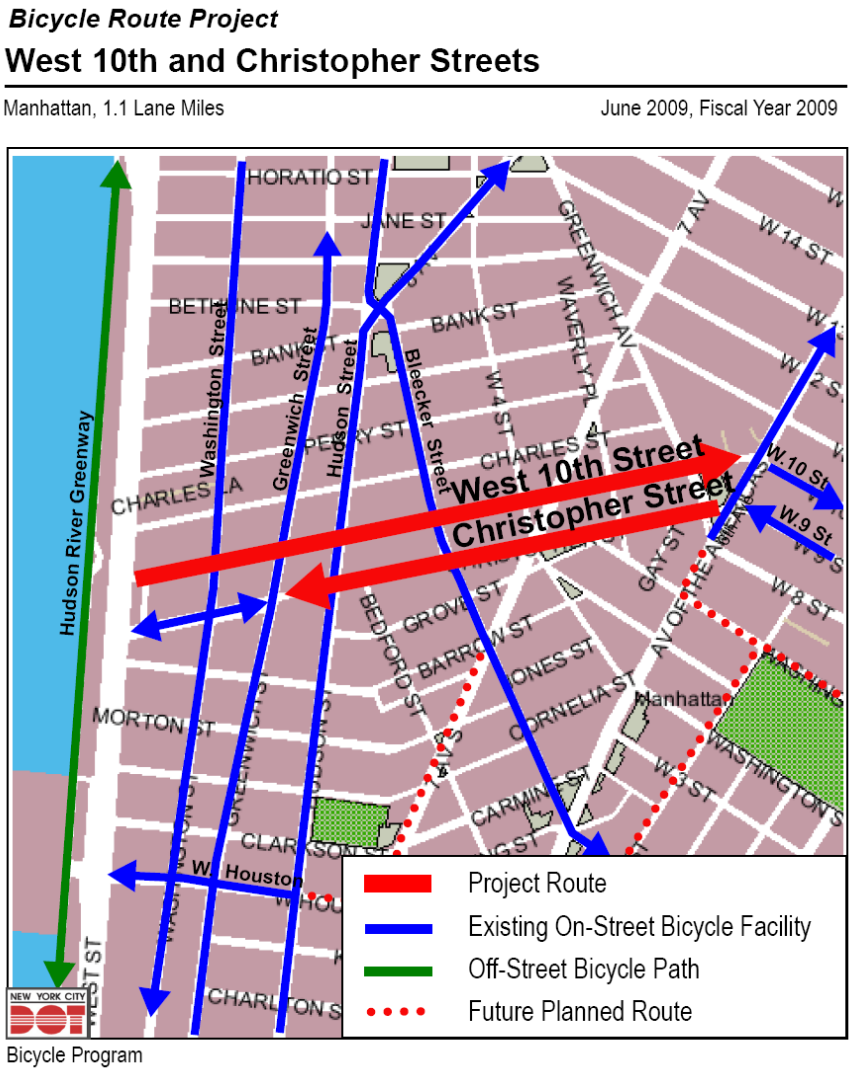
# Cycling Growth in Project Area

- 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

## 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

Green Bicycle Lane (Class 2)

Bicycle Lane (Class 2)

Bike Box

Bicycle Route (Class 3)

Intersection Markings


Directional Sign

# 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.

No parking will be affected


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

# 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


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

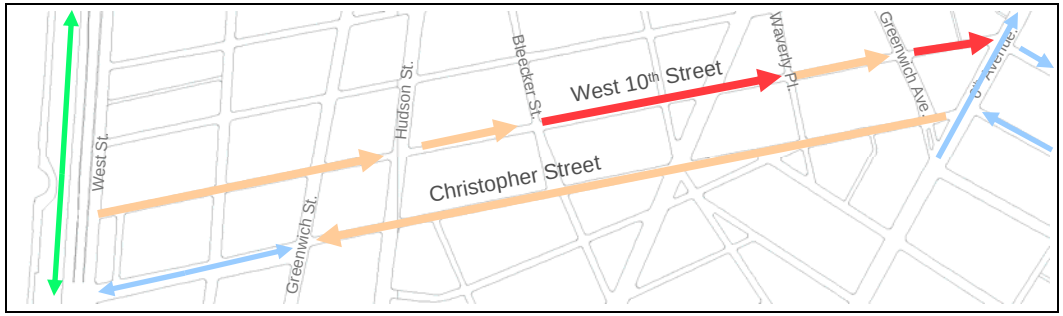
Existing

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

Proposed

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

No parking will be affected




Green bicycle lane next to curb

Rest of project

Connecting routes

Greenway

# Christopher Street

## Proposed Improvements

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

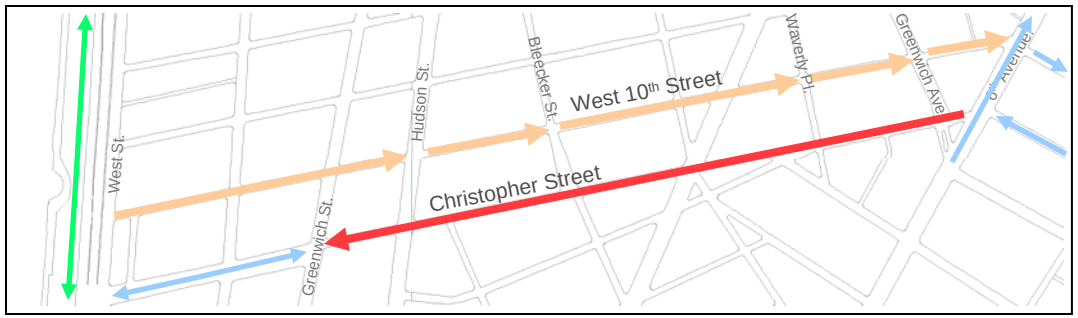
Existing

Christopher St. between 7th Avenue and Waverly Pl.

Proposed

Example of Design: Henry St. between Montague St. and Pierrepont St.

No parking will be affected




Green bicycle lane next to curb

Rest of project

Connecting routes

Greenway

# 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

| West 10th Street | |
|---|---|
| Current Capacity for Loading | 55 trucks |
| Current Utilization at Peak Hours | 3 trucks |
| Proposed Capacity | 18 trucks |
| Utilization after project | 17% |

| Christopher Street | |
|---|---|
| Current Capacity for Loading | 56 trucks |
| Current Utilization at Peak Hours | 6 trucks |
| Proposed Capacity | 7 trucks |
| Utilization after project | 86% |

# End of Presentation

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