



Pedestrian and Bike Network Improvements

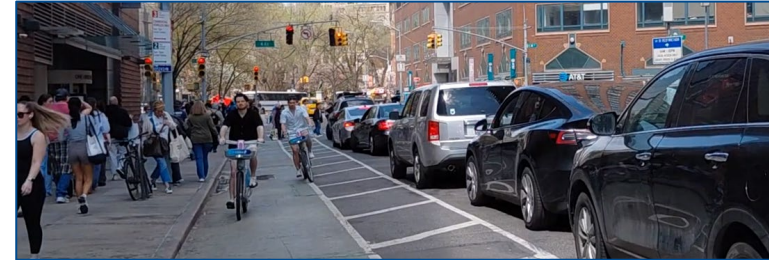
Lafayette St/4 Av, Spring St to E 15 St

Community Board 2 – May 11, 2026



MN CB 2 Transportation Committee Requests

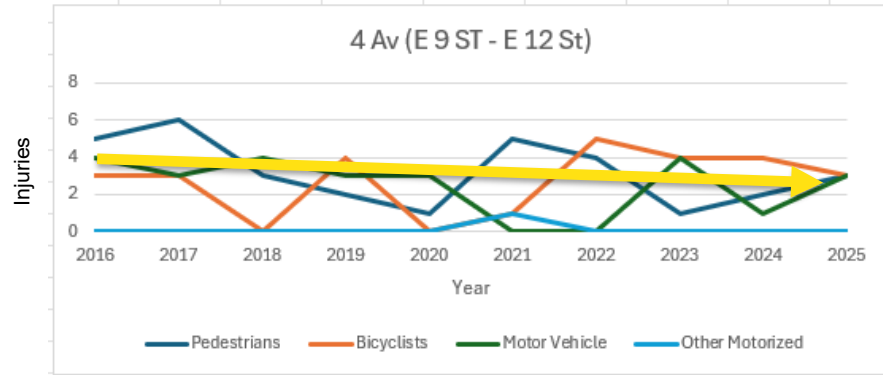
1. Additional data on two-way bike lanes, ideally on one-way streets
2. More renderings of the amenity strips and the amount of space dedicated on each block to car, truck and micro-mobility loading zones
3. Additional DOT tools for pedestrian and cyclist safety at Grace Church and at each intersection. Would it be possible to have rumble strips at all the intersections (or at least north of Astor Place) to remind cyclists to slow at intersections?
4. Ability for the Great Jones fire station to turn the signal green at Lafayette when they receive an emergency call? What other fire stations have this ability in NYC?
5. Timing for redoing Broadway and from where to where? Will this include a protected bike lane from Union Square to Houston Street?



1. Additional Data for Two-Way Bike Lanes

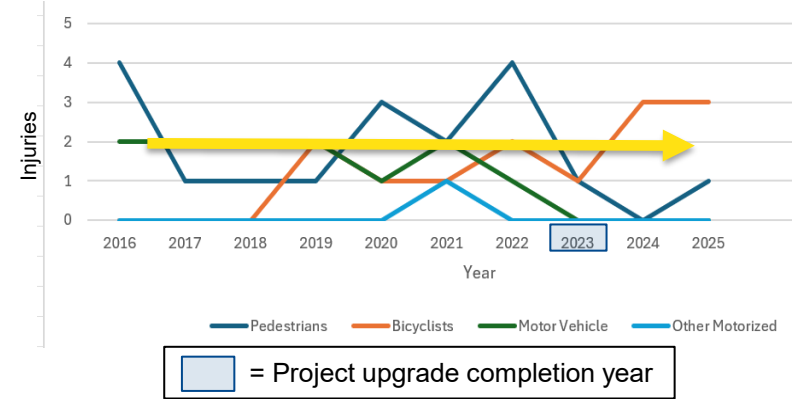
- **Specific Request:** Additional data on two-way bike lanes, ideally on one-way streets.

4 Av-One-way Protected Bike Lane 10-Years



- One-way protected bike lane installed in 2014
- Low injuries rate for all roadway users
- **ZERO** bike on pedestrian injuries

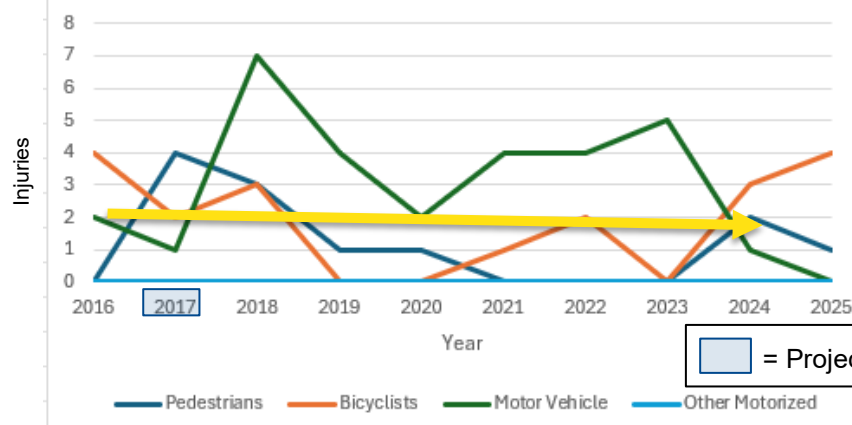
Lafayette St (Prince St – Spring St) – 10 Years



- 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 roadway users
- One-way street

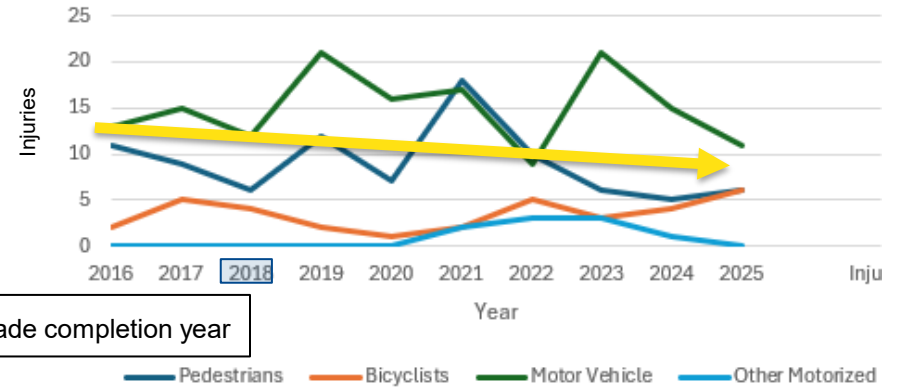
(Cont.) Additional Data for Two-Way Bike Lanes

E 17 St (Broadway – Union Square East)



- Corridor upgraded from one-way PBL to two-way PBL in 2017
- **ZERO** bike on pedestrian injuries
- Injuries for all street users is low
- One-way street

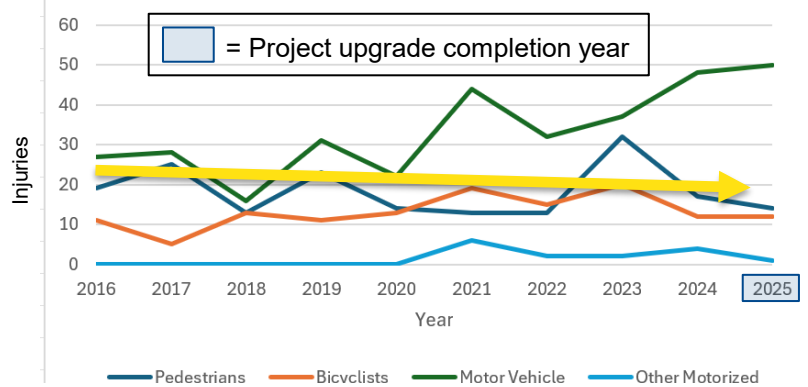
Dyckman St (Broadway – Nagle Av)



- Corridor upgraded from one-way PBL to two-way PBL in 2018
- **ZERO** bike on pedestrian injuries
- Injuries for all street users trending downward
- Two-way street

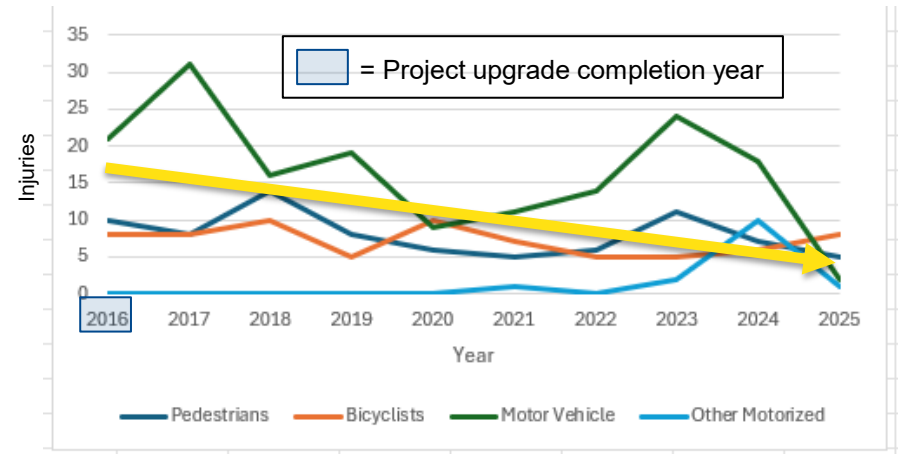
(Cont.) Additional Data for Two-Way Bike Lanes

1 Av (E103 St – E 124 St)



- Corridor upgraded from one-way PBL to two-way PBL in 2025
- **Two** bike on pedestrian injuries in 2025 (all cyclists were travelling northbound)
- Injuries for pedestrians & cyclists are low over past 10 years
- One-way street

Clinton St (South St – Delancey St)



- Converted to a two-way PBL in 2015
- **One** bike on pedestrian injury in 2024 and **One** in 2025
- Injuries for all modes trending downward over past 10 years
- One way street

2. Additional Amenity Strip Examples



3. Additional Interventions Near E 9 St to E 12 St

Specific Request: Additional DOT tools for pedestrian and cyclist safety at Grace Church and at each intersection. Would it be possible to have rumble strips at all the intersections (or at least north of Astor Place) to remind cyclists to slow at intersections?

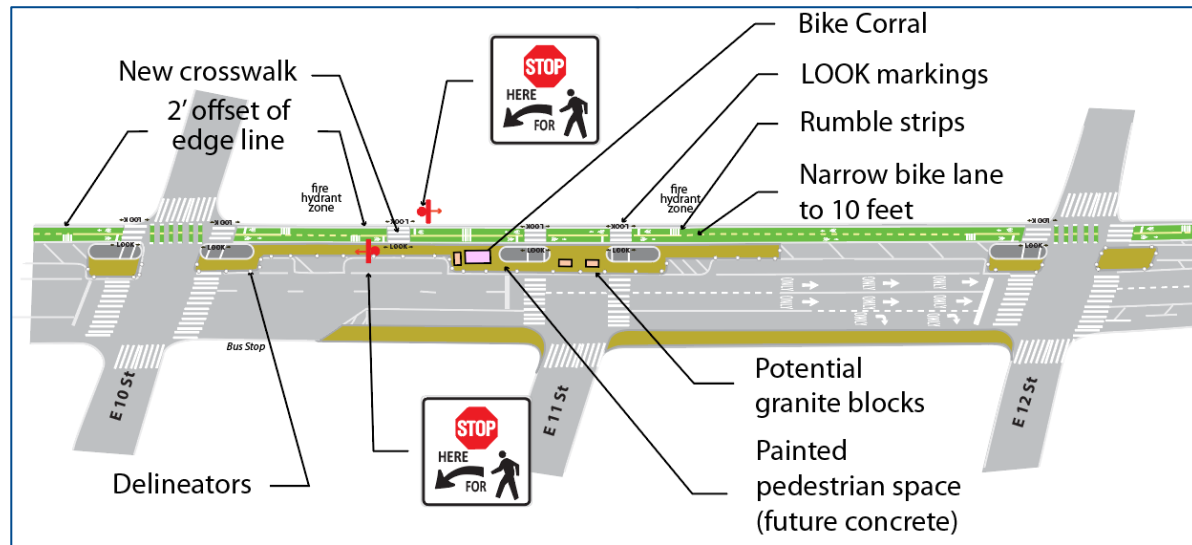
Updated Design:

Grace Church School:

- Add mid-block crosswalk between E 10 St & E 11 St
- See April 28 presentation for previous design proposals and/or the graphic to the right

Stewart Houses:

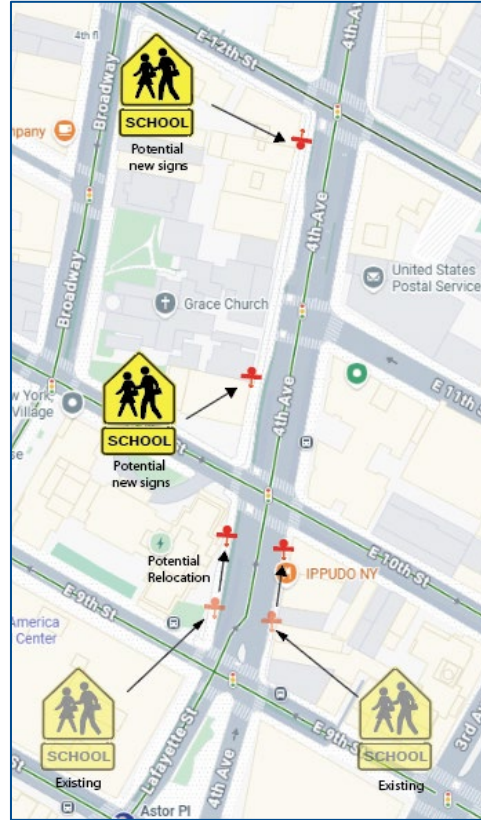
- Include 2' curbline offset between E 9 St and E 10 St, to narrow the bike lane and slow bikes
- Add rumble strips at crosswalks between E 9 St and E 10 St
- New pedestrian island proposed at E 9 St



(Cont.) Additional Interventions Near E 9 St to E 12 St

Update:

- Add new SCHOOL signs facing north and south between E 10 St & E 12 St to alert cyclists
- Relocate existing signs between E 10 and E 9 to be closer to E 10 St to alert motorists

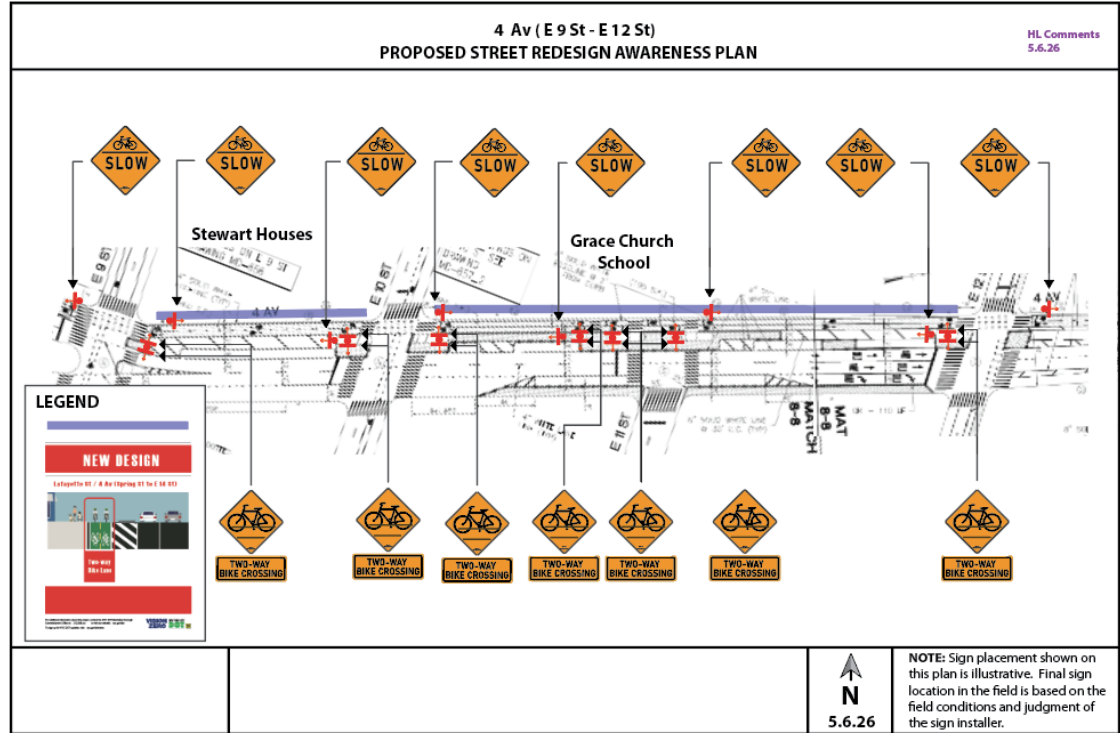


Proposed School Sign Update

(Cont.) Additional Interventions Near E 9 St to E 12 St

During implementation and into the summer, DOT plans to set up barrels with signs raising awareness for pedestrians and cyclists about the new design

- Clarifies new movements
- This plan may be employed again in the fall (Sept.) when school resumes
- Post new design flyers along the corridor for further awareness on design change



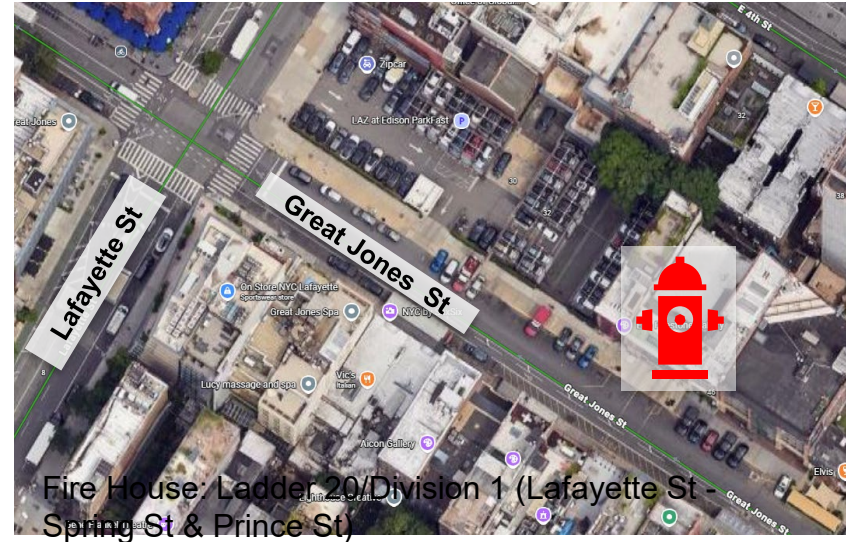
(Cont.) Additional Interventions Near E 9 St to E 12 St



4. Great Jones Fire House

Specific Request: Ability for the Great Jones fire station to turn the signal green at Lafayette when they receive an emergency call? What other fire stations have this ability in NYC?

- **Response:** The request is under further investigation since the distance between the fire house is greater than normally applied
- An existing pre-emptive signals is located at Fire House on Lafayette St (Spring – Prince)



Fire House: Ladder 20/Division 1 (Lafayette St - Spring St & Prince St)

5. Broadway, 14 St to Houston St

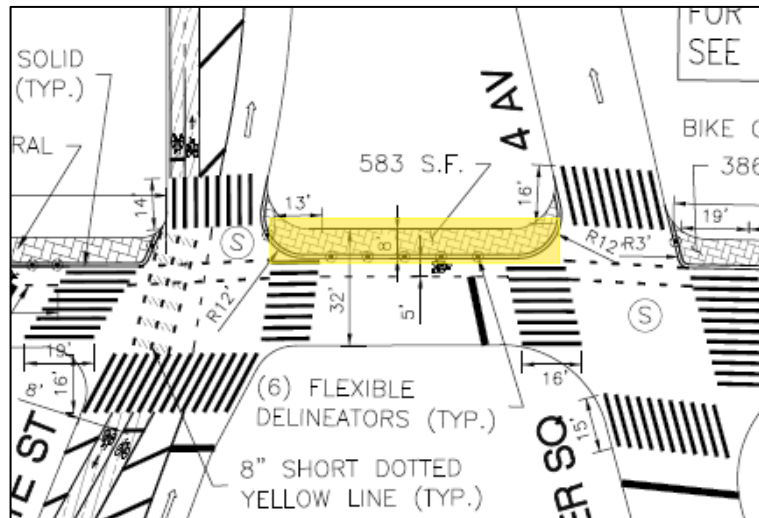
Specific Request: Timing for redoing Broadway and from where to where? Will this include a protected bike lane from Union Square to Houston Street?

Response: There is currently no timeline for improvements on Broadway south of 14 St. We have heard the feedback from the community and desire for improving travel for pedestrians, motorists, and bicycles. DOT will investigate all options.

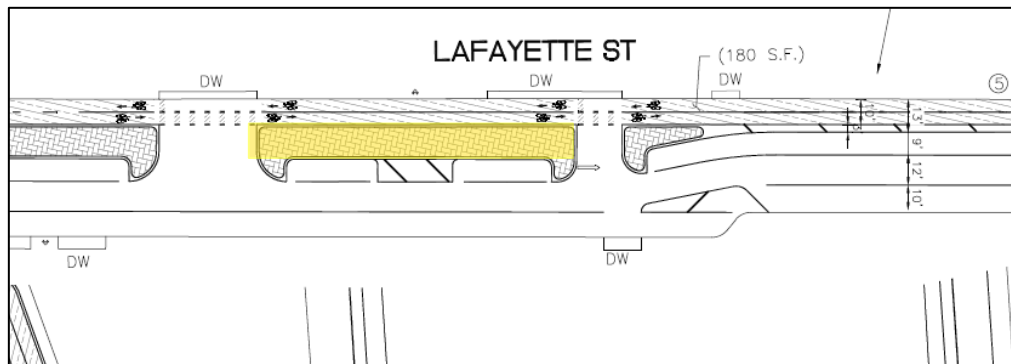
Additional Requests – Addition of Delivery Worker Rest Area

DOT is investigating two potential locations for siting one rest area. Treatments in the rest areas can include: dedicated space outside of pedestrian travel, granite blocks, bike racks, and planters

Option 1: E 8 St, between Lafayette St and 4 Av



Option 2: Lafayette St, near Astor Pl



Thank You!

Questions?



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Appendix



NYCDOT



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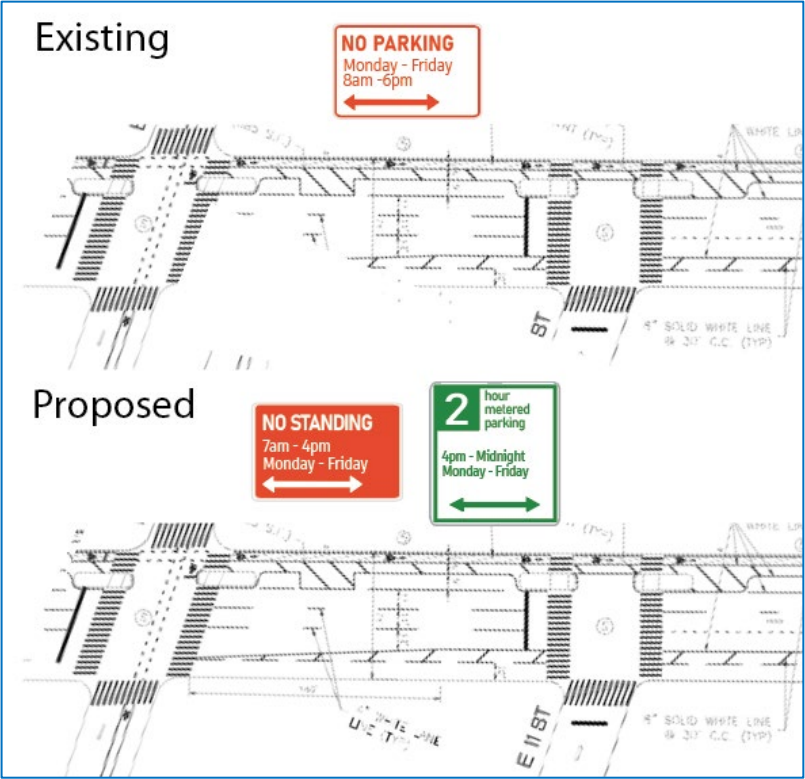
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NYCDOT

Grace Church School

Parking Regulations to Facilitate Pick-Up/Drop Off





Bicyclists and Pedestrian Improvements

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

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



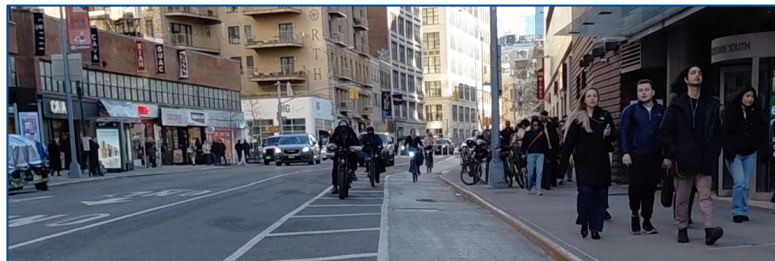
Overall Project Goals:

Pedestrians

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

People on Bicycles

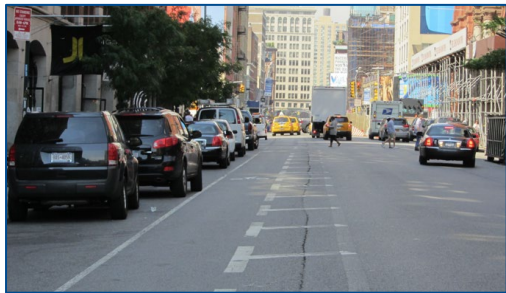
- Upgrade the quality and experience of existing bike facilities
- Create bike network and infrastructure connections locally and borough-wide
- Create cycling options based on ability, comfort level and interest



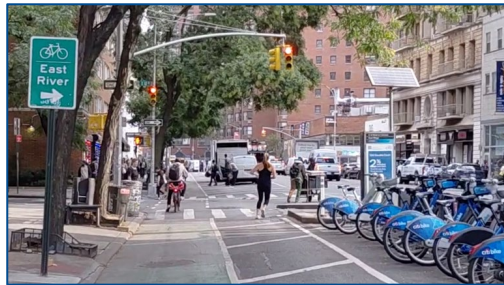
Lafayette St/4 Av, Prince St to E 15 St

Background

- Pedestrian activity is high along the corridor, especially near Astor Pl
- 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.

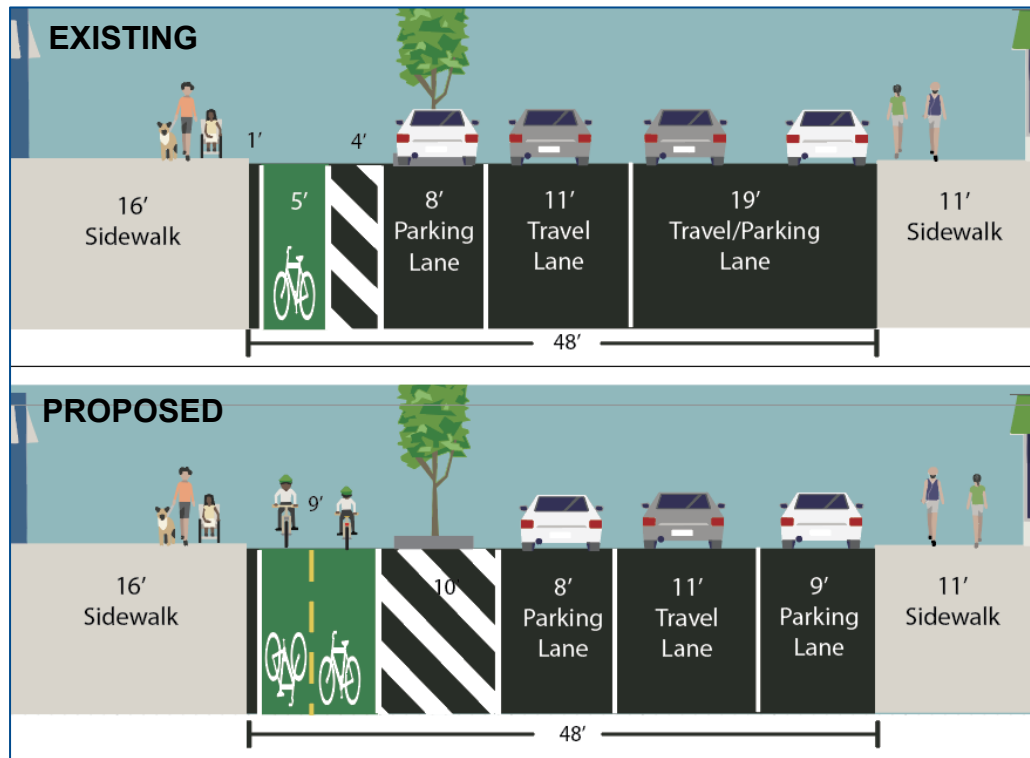


Lafayette St, Prince St to E 8th

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

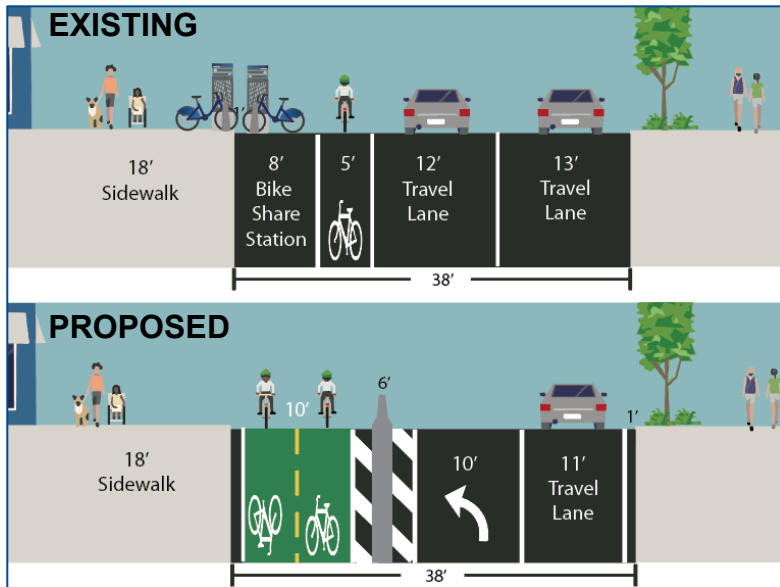
Lafayette St, Prince St to E 8th St



Lafayette St, E 8 St to E 9 St

Bike Station Share Relocation

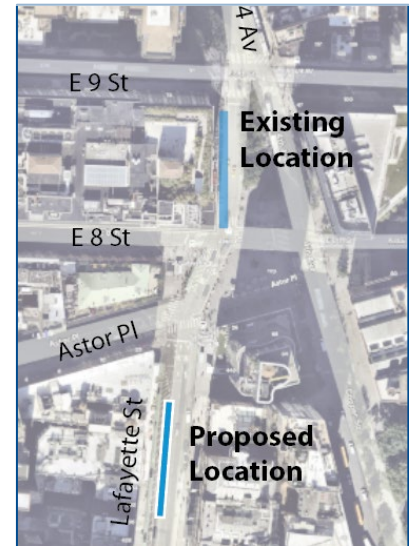
- Convert two northbound travel lanes to one left turn lane and one through lane
- The redesign of Lafayette St requires the relocation of the bike share station to south of Astor Pl intersection and will be located within the roadway



Current location at E 9 St



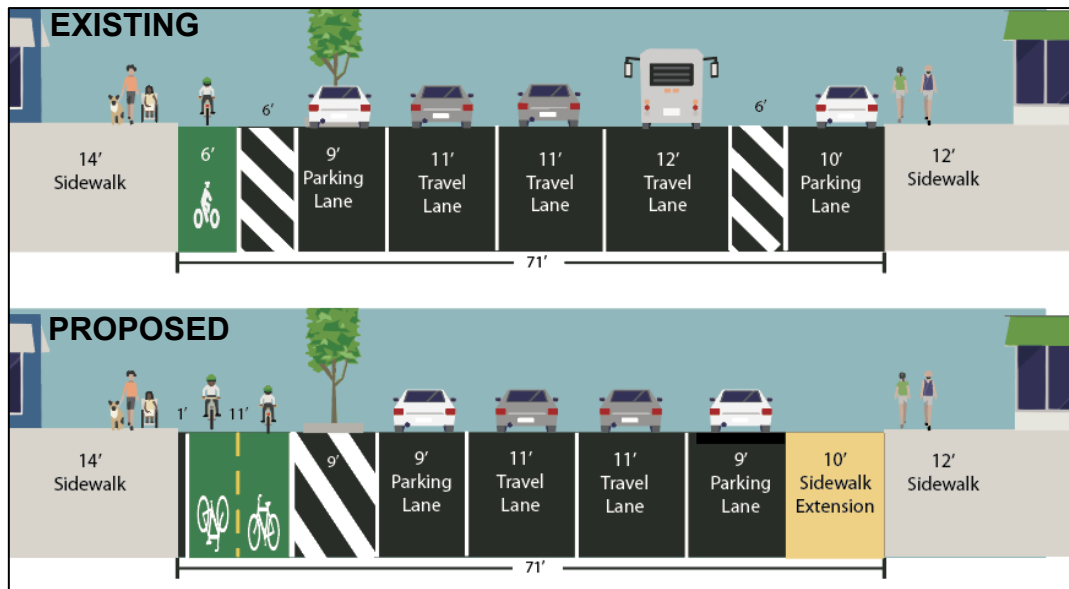
Proposed New Location of Bike Share Station



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

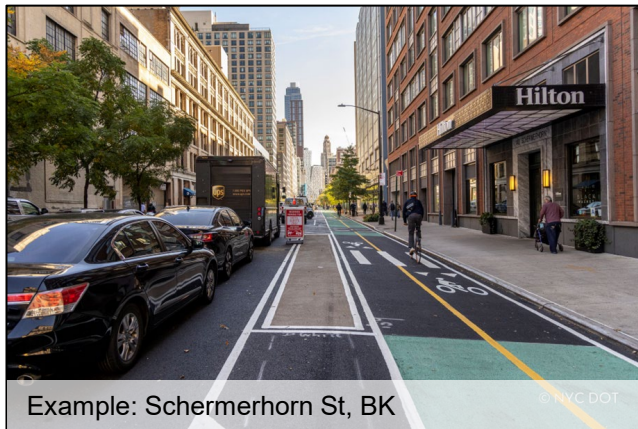


Merge at 4 Av and Lafayette St



Hotel Loading Zone Design - Hyatt Union Square New York

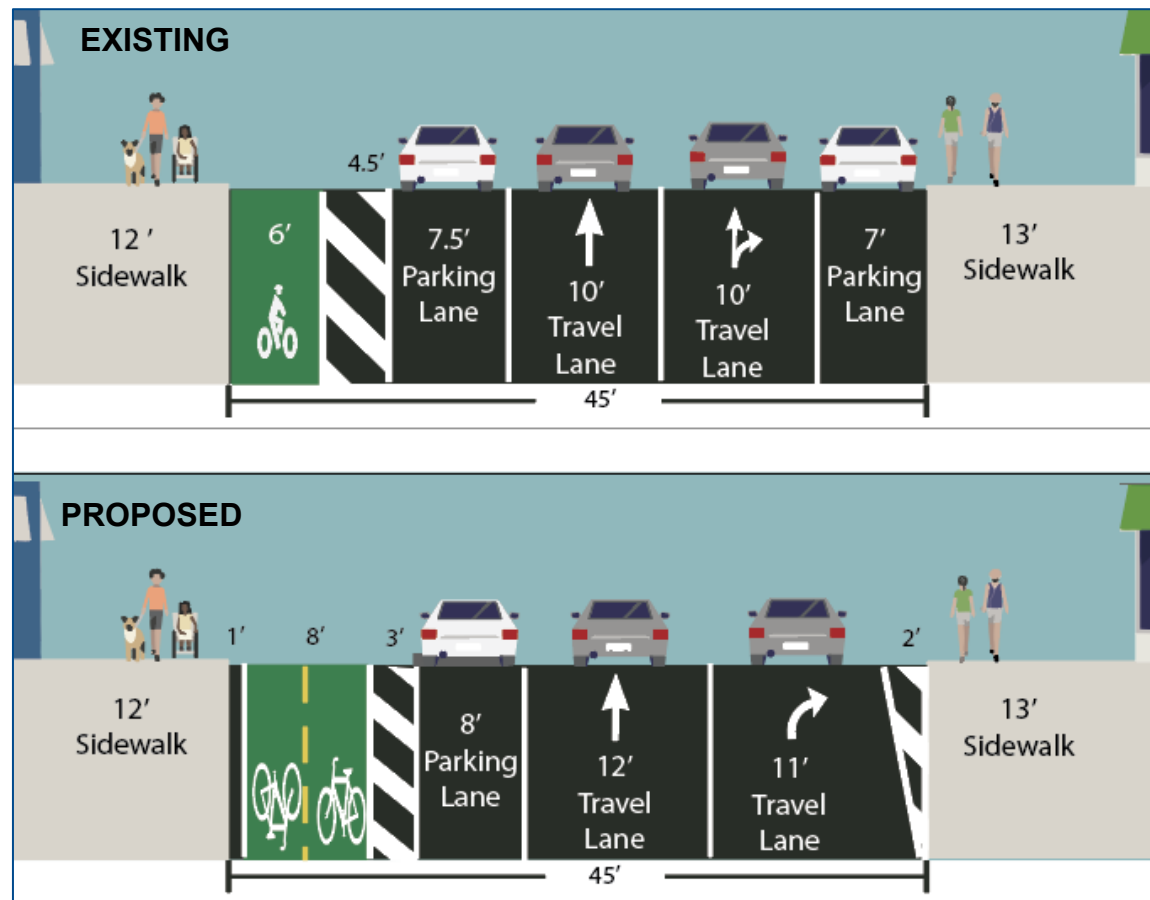
- Create a 5-foot painted loading zone for guests located between the parking lane and bike lane
- Improves pedestrian pick-up and drop-off
- Provides daylighting to reduce double parking and lane blockages at pick-up and drop-off zones
- Rumble strips and markings clarify crossing



4 Av, E 13 St to E 14 St

Proposed Design

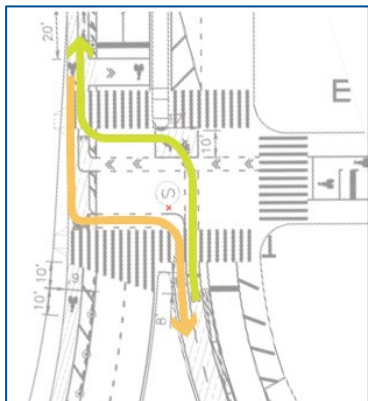
- One northbound travel lane
- Right-turn lane
- Convert the existing 5' one-way protected bike lane to 11' two-way protected lanes



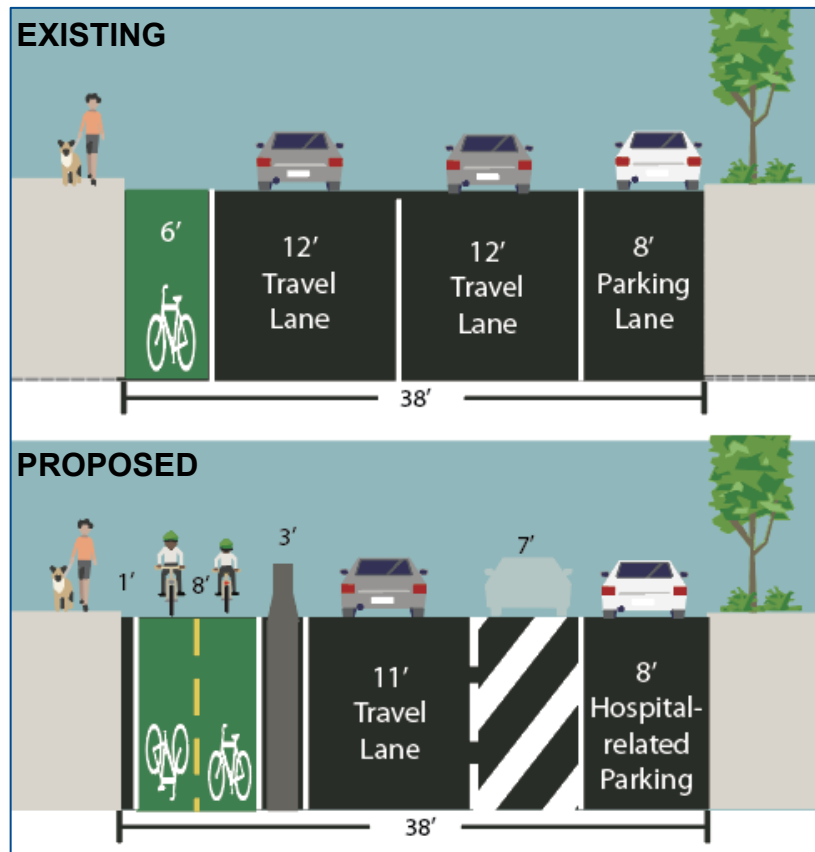
Union Square East, E 14 to E 15 St

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**:

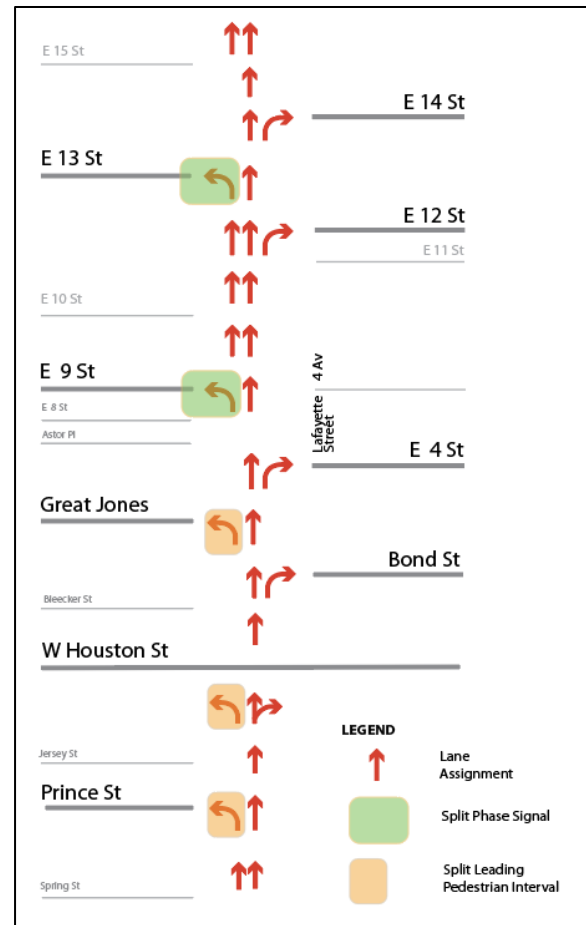
- Plus, Leading Pedestrian Interval (LPI):
 - Prince St, Houston St, Great Jones
- Plus, split phase signal timing:
 - E 9 St, E 13 St

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 St

14 Street Approach

- Traffic volume reduction required



Pedestrian Improvements

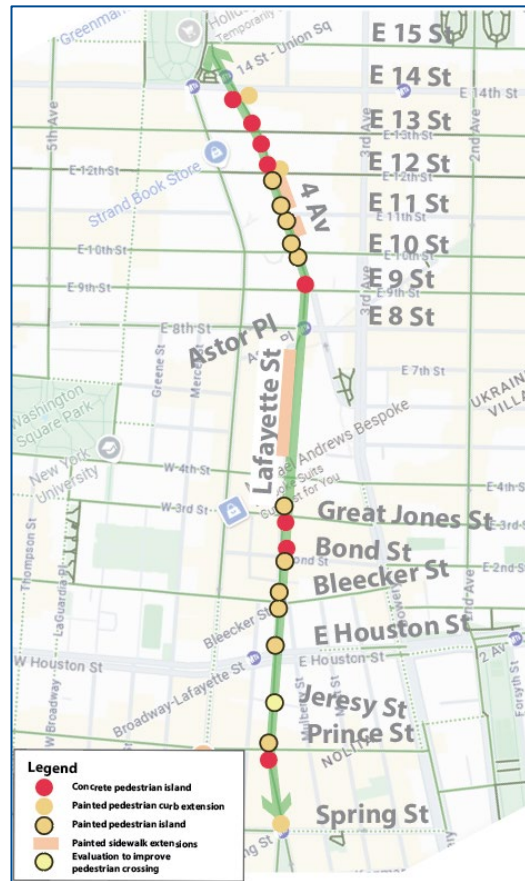
Proposed Design

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

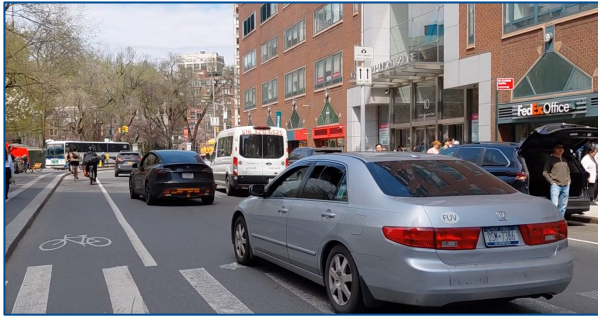


Focus Areas From Previous CB Meeting

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

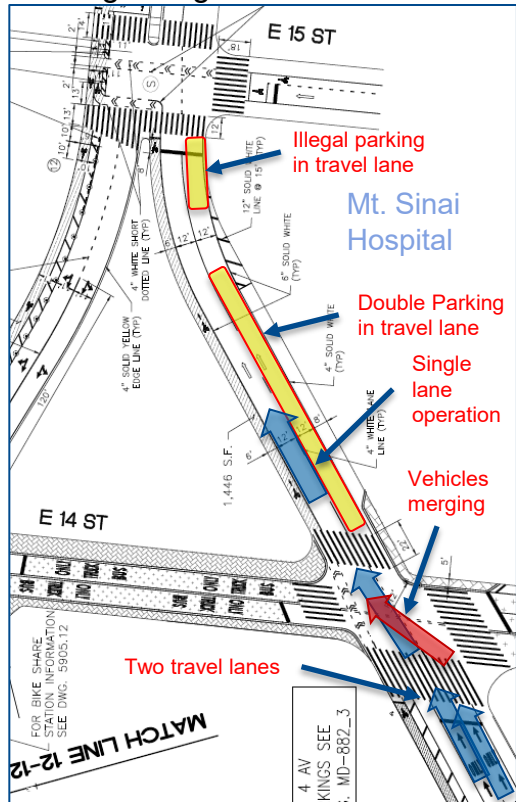


Illegal Parking

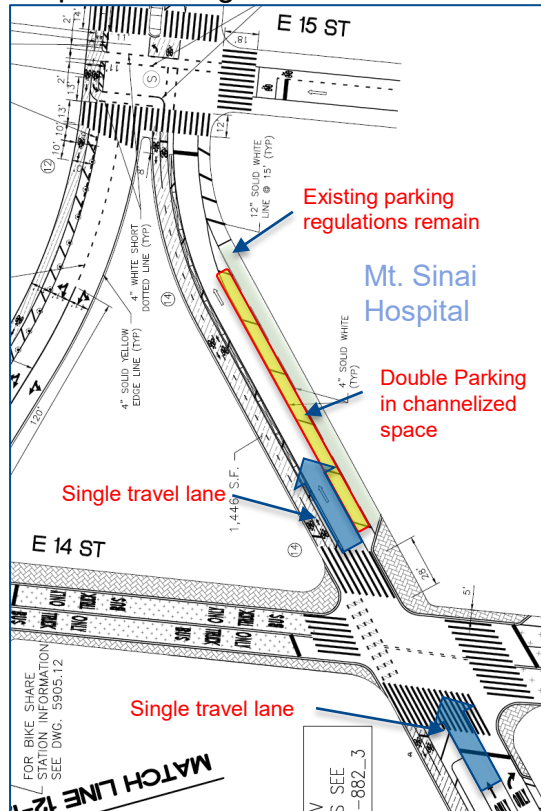
Union Square East, E 14 to E 15 St

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

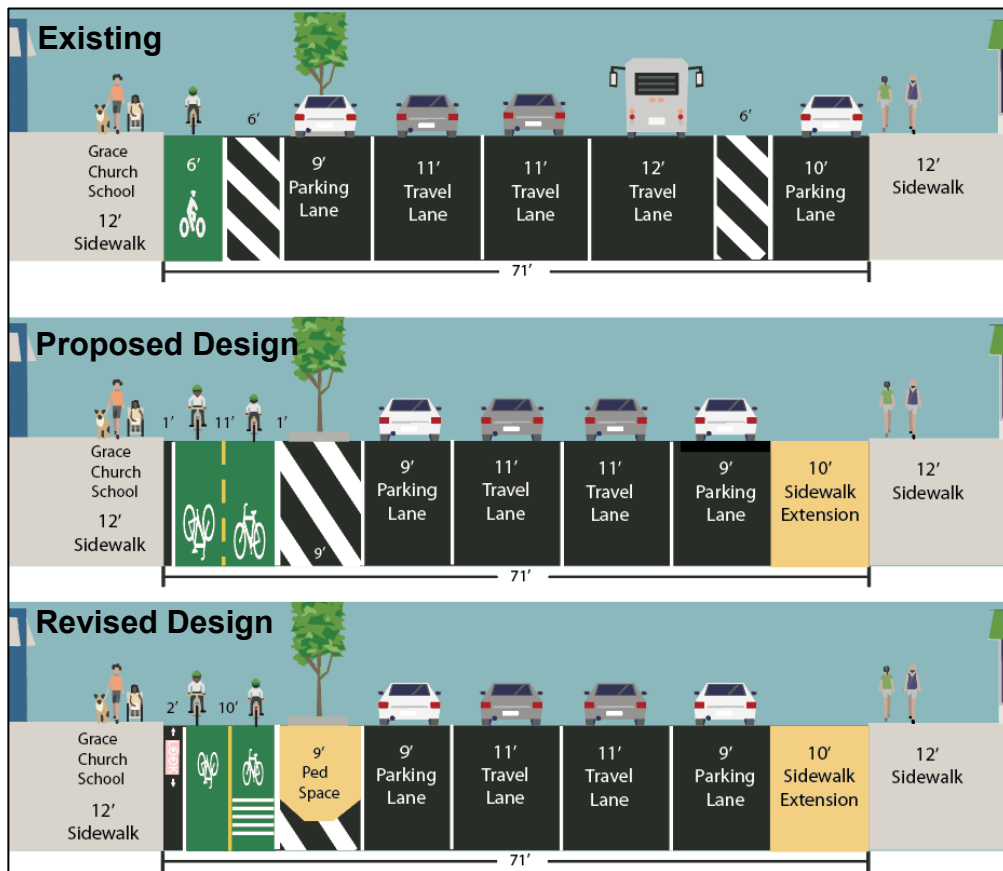
Grace Church School (E 9 St – E 12 St)

Revised Design

Updates Based on Feedback:

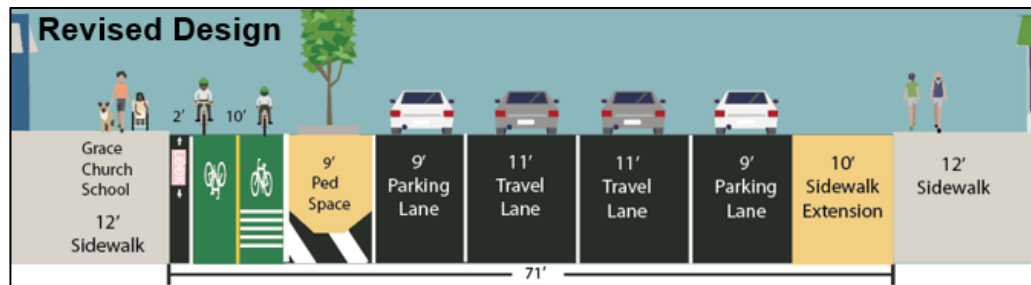
- Install painted pedestrian space between parking and bike lane
- 2' edge line added adjacent to west curb
- Bike lane narrowed to 10'
- Add LOOK markings at crosswalks with the 2' edge line

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

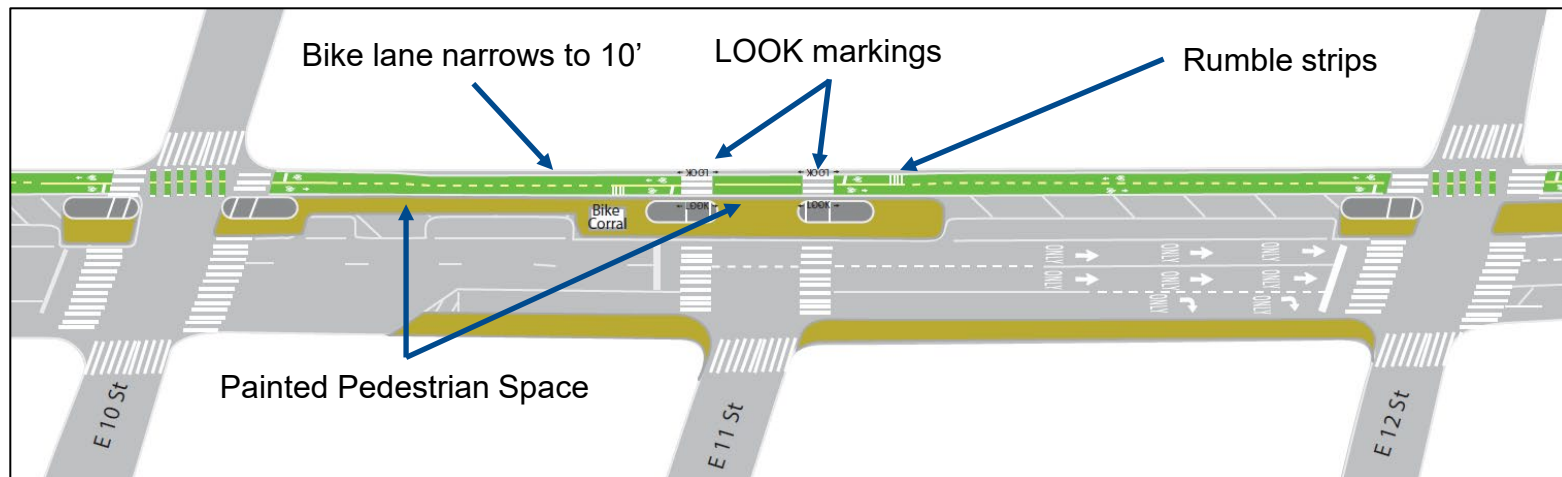
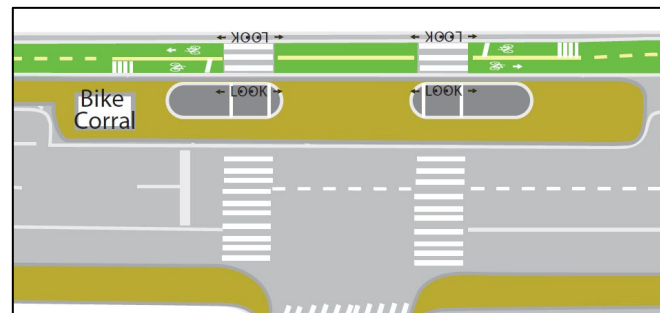


Grace Church School (E 9 St – E 12 St)

Proposed Revised Design



Zoom of E 11 St Intersection



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

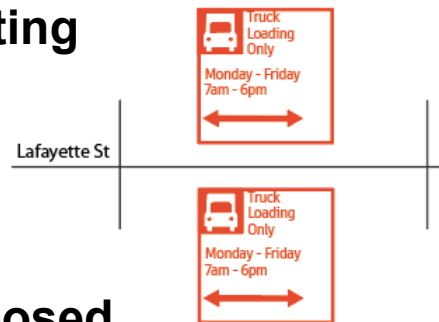
Change Justification:

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

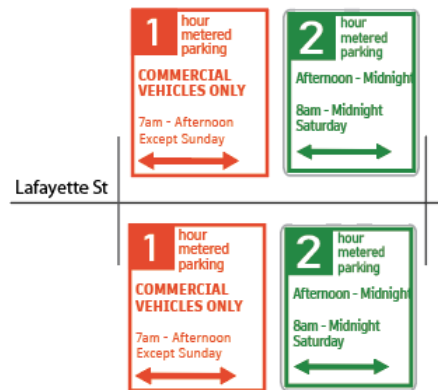
Proposed parking regulation changes:

- 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:

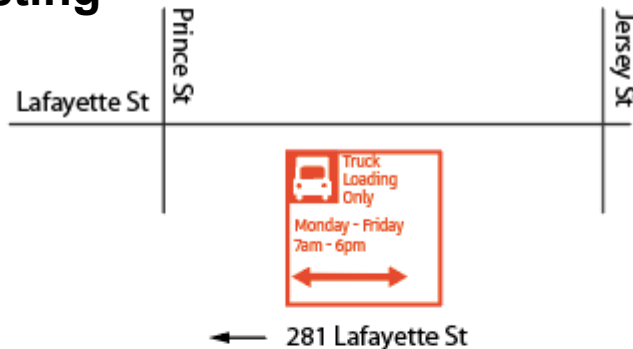
- No Parking 6pm – 6am

DOT response:

Proposal feasible, however:

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

Existing



Proposed



Two-Way Bike Lanes

Design Treatments

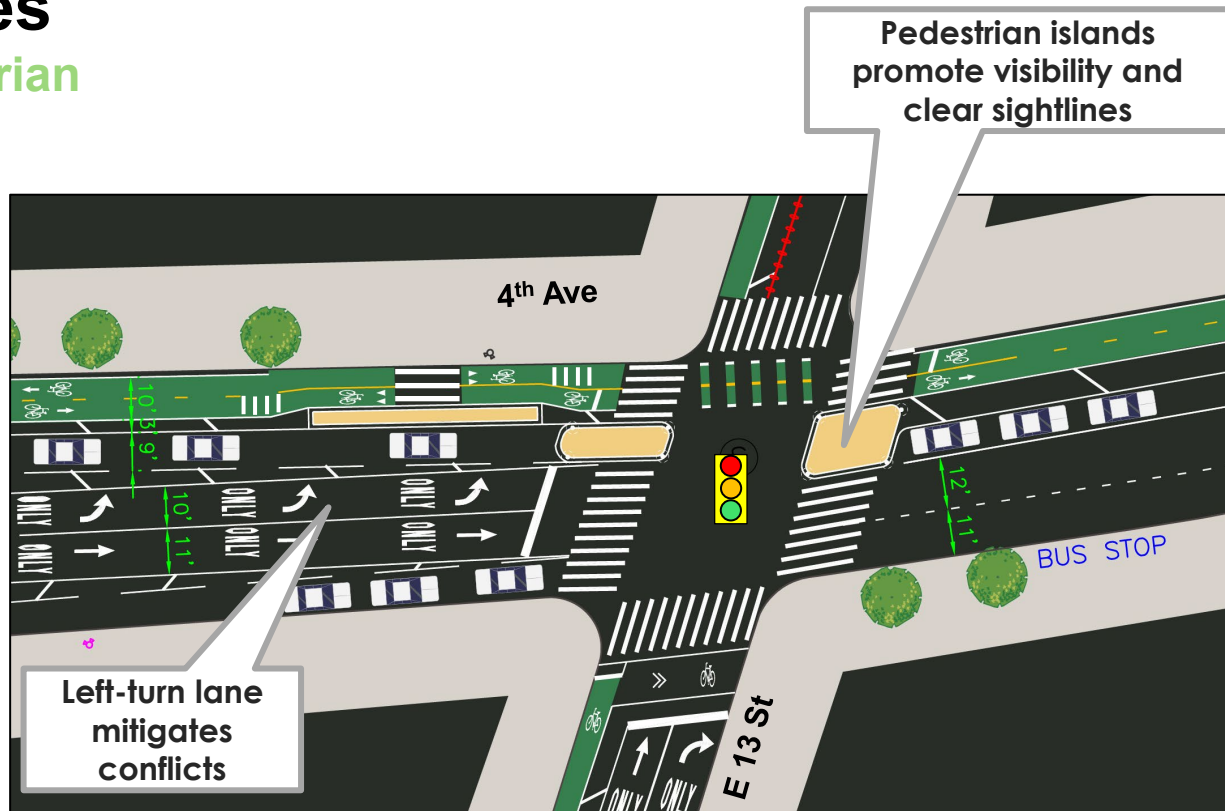
- Markings, signals, and signage clarify interactions and promote predictability



Two-Way Bike Lanes

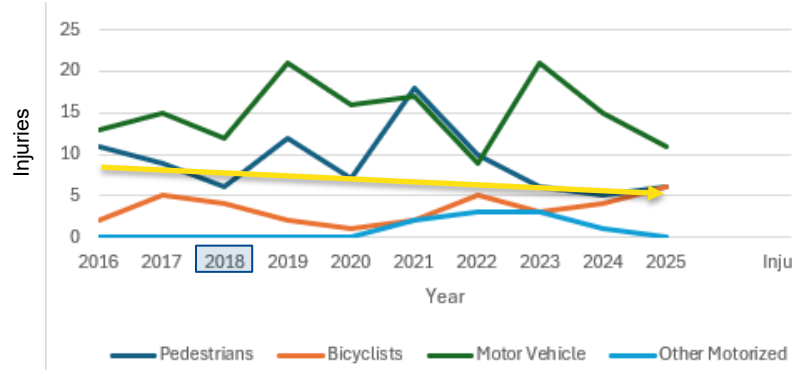
Design Treatments pedestrian

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

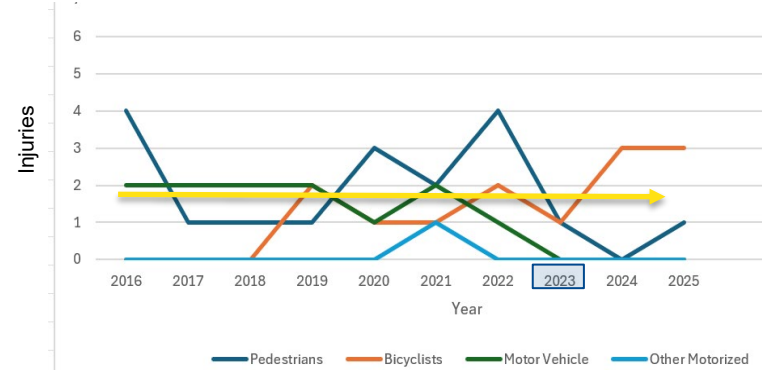


Historical Injury Statistics for Two-way Protected Bike Lanes

Dyckman St (Broadway – Nagle Av)



Lafayette St (Prince St – Spring St)



 = 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?



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