Rivington, Stanton & Suffolk Streets

Williamsburg Bridge Connections
Connect the Williamsburg Bridge to existing crosstown and north-south bicycle lanes
Issues

- Williamsburg Bridge has highest cycling volume of the East River bridges
- No northern route to and from bridge entrance currently
- Delancey Street is an intense traffic environment but commonly used by cyclists
- Rivington, Suffolk & Stanton Streets are calm comfortable streets for cycling but lack bicycle facilities
- Low impact on parking desired
Bicycle volumes across the Williamsburg Bridge are 5 times higher than 2000
Safe routes to the bridge are necessary
Proposed Design Treatments

Bicycle Improvements
- Green Bicycle Lanes
- Bicycle Lanes
- Shared Lanes
- Bicycle Boxes
- Intersection markings
- Bicycle Route Signage
New bicycle facilities connect Williamsburg Bridge to existing northbound and crosstown routes.

Proposed design treatments are sensitive to existing parking requirements.
Curbside Bicycle Lane

- Provides space on street for cyclists
- Green paint alerts motorists to bicycles
- Takes advantage of existing No Parking zones

Example of Design: W. 9th St. between Court St. and Hamilton Ave., Brooklyn

Existing

Proposed

Red arrows: Curbside bicycle lane
Yellow arrows: Rest of project
Blue arrows: Connecting routes
Green arrows: WB Bridge bike path
Shared Path

- Located in Sara D. Roosevelt Park
- Marked with ‘Bike Stamps’

Rivington St. between Chrystie St & Forsyth St. Sara Delano Roosevelt Park

Example of Design: City Hall Park, Manhattan

Diagram:
- Shared path
- Rest of project
- Connecting routes
- WB Bridge bike path
Bicycle Lane

- Provides designated space on street for cyclists
- No parking affected

Example of Design:
- Bleecker St. between 6th Ave. & MacDougal St.
- Stanton St. between E. Houston St. & Rivington St.

Proposed

Existing

- Bike lane
- Rest of project
- Connecting routes
- WB Bridge bike path
Shared Lane

- Provides direction to cyclists
- Alerts motorists to bicycles
- Does not affect parking
## Parking Regulation Changes

### Rivington, Stanton & Suffolk St Parking Impacts

<table>
<thead>
<tr>
<th>Block</th>
<th>Existing Regs</th>
<th>Parking Spaces</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rivington St- Eldridge St to Forsyth St</td>
<td>No Parking 7AM-7PM M-F</td>
<td>7</td>
<td>Convert to No Stopping</td>
</tr>
<tr>
<td>Rivington St- Chrystie St to Bowery</td>
<td>No Parking 5AM-6PM M-F</td>
<td>4</td>
<td>Convert to No Stopping</td>
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<tr>
<td>Rivington St- Chrystie St to Bowery</td>
<td>No Parking 8AM-6PM M-F</td>
<td>7</td>
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<tr>
<td>Stanton St- Norfolk St to Suffolk St.</td>
<td>No Parking 8AM-6PM Exc. Sun</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>27 Nighttime Spaces Converted</strong></td>
<td></td>
</tr>
</tbody>
</table>

- Hotel Loading Zone- Rivington St, Essex St to Ludlow St: 3 spaces to remain
- Ambulance Zone- Rivington St, Eldridge St to Forsyth St: 2 spaces to remain
- School Zone- Rivington St, Ridge St to Attorney St: 5 spaces to remain
- School Zone- Stanton St, Forsyth St to Eldridge St: 9 spaces to remain
Thank You

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