Designing a Safer Chrystie Street
Why are we here?

- Under Mayor DeBlasio’s Vision Zero plan, The Department of Transportation is committed to re-engineering our streets to reduce the chance of injury or death.

- Department of Transportation is targeting areas of high demand and key connections

- It has been seven years since the installation of the Chrystie Street bike lanes and it’s time to assess its use, effectiveness and safety.
Chrystie Street is the main artery linking Brooklyn bound bicycle traffic with the Manhattan Bridge and bicycle traffic has more than doubled since the installation of the Chrystie Street bike lanes.
Collisions, Injuries and Death are still an issue
Chrystie Street Pedestrian and Bicycle Injuries
Aug 2011-July 2013

Chrystie: E. Houston to Canal
Total Vehicle Collisions: 561
Total Bicycle Injuries: 25
Total Bicycle Deaths: 1
Total Pedestrian Injuries: 24

@ Houston
4 bicycle injuries
1 pedestrian injury

@ Rivington
4 bicycle injuries
2 pedestrian injuries

@ Delancey
10 bicycle injuries
1 bicycle death
10 pedestrian injuries

@ Hester
2 bicycle injuries
1 pedestrian injury

@ Stanton
2 bicycle injuries
2 pedestrian injuries

@ Broome
2 bicycle injuries
1 pedestrian injury

@ Grand
1 bicycle injury
4 pedestrian injuries

@ Canal
3 pedestrian injuries

source: nyc.crashmapper.com
Current Conditions
With the high volume of deliveries, double parking and trucks driving in the bike lane, the conditions of the road surface are unsafe and likely cause collisions.
Bike Lane Markings
Then and Now

April 2009

August 2013
The lack of clear lane markings encourages drivers to double park and drive in the bike lane.
Second Ave. Protected Bike Lane
Connection with Chrystie Street
unprotected Bike Lane
Cyclists traveling south in the east-side 2nd Ave. bike lane must merge into automobile traffic between 2nd and 1st Street to the westside bike lane starting around 1st Street and continuing south onto Chrystie St.
Other Obstructions along Chrystie Street
Hotel Loading Zone

Chinatown Bus Station

Multiple Parking Garages (with limited sight lines)

Double Parked Cars and Commercial Deliveries

Continued Development along the westside of Chrystie St.
The Solution
A two way protected cycle lane
Chrystie Street

Existing Condition

Proposed Condition

Southbound

Northbound
Chrystie Street borders Sara Roosevelt Park to the east and is a natural location for a two way cycle lane similar to the Prospect Park West two way protected lane.
Four of the seven intersections at Stanton, Rivington, Broome and Hester Streets “T” at Chrystie. A two way protected cycle lane on the east-side of Chrystie would avoid dangerous auto/bicycle conflicts.
It could potentially allow for the addition of pedestrian refuge islands at three of the intersections. (Stanton, Rivington and Broome)
Why Now?
Chrystie Street is scheduled for DOT milling and paving this spring.

Any street design improvements should be scheduled along with this re-surfacing.
NYC DOT will soon begin a re-construction of Forsyth Plaza at the base of the Manhattan Bridge adjacent to Sara Roosevelt Park.

Now is the perfect time to look at the park’s surroundings more holistically and seek ways to improve its roadways on ALL sides.
The Department of Transportation has a proven track record of making streets safer with road designs that take into consideration all mode users.
A safer Chrystie Street