

# Montgomery Street Bicycle Lane

*April 2007*



Under its original configuration, Montgomery Street between South Street and Grand Street comprised of a 60' roadbed featuring a 20' painted center median, flanked by two 20' roadways. Bordering land use is comprised of two schools and high-rise residential development. Similar to other large urban streets, there were high incidents of speeding and unsafe vehicle movements, as well as long pedestrian crossing distances.

Accordingly, the Department developed a mitigation plan that addressed the safety and operational issues of the roadway, while providing a dedicated bike lane to the add to the growing network in this area. This design, similar to a handful of other similar projects citywide, takes the "Complete Streets" design principles and designs the roadspace for all roadway users.



The primary treatment was the reconfiguration of the roadway to delineate an 8' parking lane, a 5' bicycle lane in each direction to narrow the roadway to a single lane (12') in each directions. These travel lanes are separated by an 11' flush painted median slated to become a landscaped median as part of the green streets program. In addition, a "Bike Box" was installed at the intersection of Montgomery Street and Grand Street, an example of the department using new innovative designs and best practices.

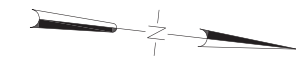
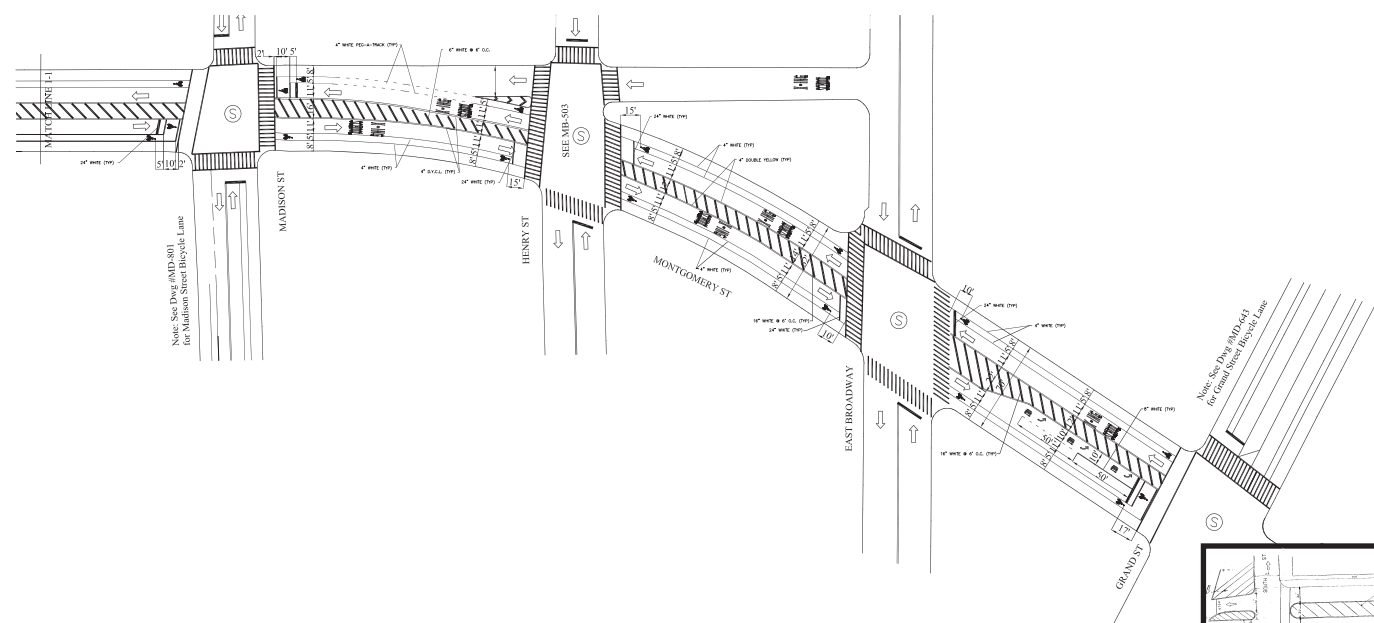
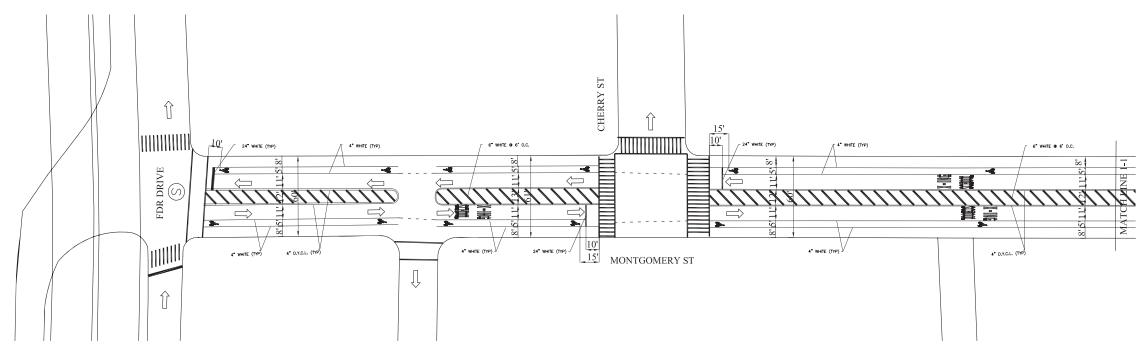
This treatment should discourage speeding and provide connectivity to the growing bicycle network in the Lower East Side and Lower Manhattan.

The project was completed in April 2007.

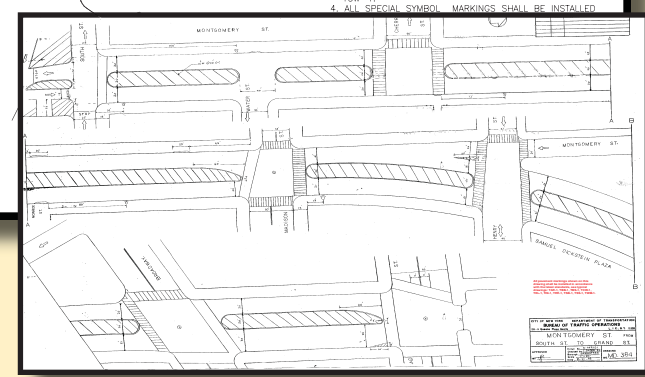
Top: At the intersection of Montgomery and Grand, the Department installed a "Bike Box" to improve safety and facilitate movements from Montgomery to Grand Street.

Bottom: A rider on the westbound portion of the Montgomery Bike Lane.

REVISIONS		
DATE	APPD	DESCRIPTION



- REFERENCES:
1. ALL WORD MESSAGES SHALL BE INSTALLED ACCORDING TO TYPICAL DWG. TWM-1.
  2. ALL ARROWS SHALL BE INSTALLED ACCORDING TO TYPICAL DWG. TAR-1.
  3. ALL CROSSWALKS, STOP BARS AND LINEAR MARKINGS SHALL BE INSTALLED ACCORDING TO TYPICAL DWG. TCW-1.
  4. ALL SPECIAL SYMBOL MARKINGS SHALL BE INSTALLED



Above: Full schematic design of the Montgomery Street project.  
 Right: Example of the original marking plan for Montgomery Street prior to improvements.