

14TH St PEOPLEWAY



A New Way Across Manhattan

What is the 14th Street PeopleWay?

- The PeopleWay is our opportunity to create a more “complete street” on 14th, by reconfiguring street space away from private automobile traffic and toward transit and active transportation. This means limiting access to private automobiles and building **bus lanes, protected bike lanes, and wider sidewalks.**
- The PeopleWay could **double** the capacity of 14th Street to move New Yorkers to their destinations. It will be safer and more efficient, two wins! (See back.)

Why now?

- With the impending L-Train shut down the PeopleWay needs to happen now. The L-Train serves 50,000 people every day in Manhattan alone. To avert huge delays for local residents, New York City needs to dramatically improve surface transit along the corridor!

What will happen if nothing changes after the L-train is shutdown?

- Without redesigning the 14th Street corridor into the PeopleWay, New Yorkers will either be forced into other, already strained (and slow!) transit options or may even turn to for-hire vehicles and private cars as an alternative to the L train, creating worse congestion on 14th – and neighboring streets – than ever before. The PeopleWay would alleviate any increase in congestion and increase the number of people taking transit, walking, and biking.

Who Benefits from the PeopleWay?

- **The huge majority of New Yorkers who take transit, walk, or bike to get to where they are going!** (Residents along the L-Train corridor, in particular, have among the lowest rates of car ownership in the city.)
- Seniors and people with limited mobility who would benefit from better bus service, bus shelters, benches, bus bulbs, and accessible pedestrian signals (APS).
- Residents of Stuytown, the Lower East Side, and the West Side of Manhattan who need to be able to get crosstown!

What About Local Businesses?

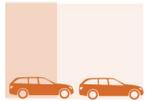
- With the L-Train shutting down, local businesses need the tens-of-thousands of riders who use the corridor every day to continue coming to their neighborhoods! Any significant drop-off could harm businesses that depend on high levels of foot-traffic. The PeopleWay would increase foot traffic, and boost local business!
- The **Fulton Street Mall** in Downtown Brooklyn is a great example of a successful bus/pedestrian-only retail street in NYC. It welcomes more than 100,000 shoppers/day to 150+ retail businesses, **and is the most successful retail strip in the city outside of Manhattan.** They have a successful model for deliveries that can be replicated on the 14th Street PeopleWay.

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Private cars are – by far – the least efficient form of transportation. The 14th Street PeopleWay, with space dedicated to buses, bikes, and pedestrians, would more than make up for the L-Train closure by dramatically increasing the capacity of the street to get New Yorkers where they need to go!



PRIVATE MOTOR VEHICLES
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR



SIDEWALK
9,000/HR



ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

In terms of New Yorkers moved per hour, the PeopleWay is highly efficient! (image: NACTO)