Brooklyn and Manhattan Bridges
Brooklyn Side Bicycle Access Improvements

Commissioner Janette Sadik-Khan, New York City Department of Transportation
Presented by NYCDOT Bicycle Program to CB 2 Transportation and Public Safety Committee on April 16, 2013
Downtown Brooklyn has a robust bicycle network leading to the Brooklyn and Manhattan Bridges but important gaps remain.

- 484 daily northbound cyclists use Jay Street en route to the Manhattan Bridge, but there is no northbound dedicated lane between Tillary Street and Sands Street.

- 396 eastbound cyclists on weekdays and 694 cyclists on weekends use Tillary Street between Jay Street and Adams Street though there is only a westbound lane.

- Bicyclists approaching the Brooklyn Bridge from Sands Street are directed to Jay Street and Tillary Street rather than the Washington Street stairs, increasing the route by 0.5 miles.

- Tillary Street is a high crash corridor with KSI/Mile in the top third for Brooklyn.
Project Map

- **Project Route**
- **Existing On-Street Bicycle Facility**
- **Off-Street Bicycle Path**
- **Future Potential Route**
- **Future Potential Off-Street Path**
Injury Summary

Tillary Street– Injury Summary 2006-2010
Between Adams Street and Jay Street

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Killed/Severely Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>24</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>26</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>214</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Total</td>
<td>264</td>
<td>15</td>
<td>16</td>
</tr>
</tbody>
</table>

• Corridor with 183.4 KSI per mile, ranking in the top 10% of Brooklyn corridors
• 1 Pedestrian fatality in 2007

Source:
Injuries: NYS Dept. of Transportation, Fatalities: NYC Dept. of Transportation
Example of Proposed Bicycle Facility
Jay Street near Tillary Street

Bicycle Lane:
Jay Street, Brooklyn
Proposed Street Section
Jay Street near Sands Street

**EXISTING**

- East Sidewalk
  - 11’ Turning Lane
  - 11’ Moving Lane
  - 13’ Moving Lane

- West Sidewalk
  - 5’ Buffer
  - 5’

**PROPOSED**

- East Sidewalk
  - 6’
  - 11’ Turning Lane
  - 11’ Moving Lane
  - 11’ Moving Lane

- West Sidewalk
  - 6’
Example of Proposed Bicycle Facility
Jay Street near Sands Street

Painted Curbside Bicycle Lane:
3rd St, Brooklyn
Proposed Street Section
Sands Street near Pearl Street

**EXISTING**

- North Sidewalk
- 58’ Shared Parking/Moving Lane
- Concrete Median

**PROPOSED**

- North Sidewalk
- 10’ Parking Lane
- 28’ Shared Lane
- 7’ Buffer
- 13’ Parking Lane
- Concrete Median
Example of Proposed Bicycle Facility
Sands Street

Shared Lane:
Lafayette Ave
Proposed Street Section
Prospect Street

EXISTING

South Sidewalk

10.5’ Moving Lane
10’ Moving Lane
10.5’ Moving Lane

31’

North Sidewalk

PROPOSED

Shared South Sidewalk

10.5’ Shared Lane
10’ Moving Lane
10.5’ Moving Lane

North Sidewalk
Example of Proposed Bicycle Facility
Prospect Street

Shared Path:
City Hall Park, Manhattan
Proposal Benefits

• Increased safety for all roadway users
• Creates a more complete bicycle network by forming connections to other on-street and off-street bicycle facilities
• Calms traffic by narrowing travel lanes.
Questions?

Thank You