Project Background

South 5th Place
from S 5th Street to S 4th Street

South 4th Street
from S 5th Place to Roebling Street

- The Williamsburg Bridge bicycle path is a major connection between Brooklyn and Manhattan.
- Over 6,300 cyclists used the bicycle path on an average midweek weekday in 2014*.
- Over 8,800 cyclists were counted on the busiest day of 2014**.

* April through October, 2014
** Tuesday, 7/24/2014
• Between 2009 and 2013, seven crashes occurred on South 5th Place

• Five of the seven crashes involved cyclists

• The car driver fled the scene in three of the five crashes involving cyclists
The bridge’s bike path is accessible from:

- S 5th Street bike lane heading eastbound
- S 5th Place sidewalk heading southbound
Existing Conditions

S 5th Place, looking north towards S 4th Street
Existing Conditions

S 5<sup>th</sup> Place, looking north towards S 4<sup>th</sup> Street
12-Hour Bicycle Count

- Almost a third of all cyclists in the roadway are riding contraflow
  - Contraflow = 591 cyclists
    - southbound
- With Traffic = 1471 cyclists
  - northbound

All Cyclists in Roadway

- Contraflow (SB) 29%
- With Traffic (NB) 71%

Raw Bicycle Count

<table>
<thead>
<tr>
<th></th>
<th>In Street</th>
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<th>On Sidewalk</th>
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<tr>
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<td>In NB Bike Lane</td>
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<td>subtotal</td>
<td>In NB Bike Lane</td>
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<td>1022</td>
<td><strong>1471</strong></td>
<td>200</td>
<td><strong>1671</strong></td>
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<td>312</td>
<td><strong>591</strong></td>
<td>1031</td>
<td><strong>1622</strong></td>
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<td>728</td>
<td>1334</td>
<td>1231</td>
<td>1622</td>
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</tr>
</tbody>
</table>

Data collected Wednesday, 9/3/2014, 7am to 7pm, on South 5th Place between South 5th Street and South 4th Street
12-Hour Bicycle Count

- Northbound cyclists prefer to ride on the eastern side of the street at a rate of over 2 to 1
- In bike lane = 449 cyclists
- Not in bike lane = 1022 cyclists

Northbound Cyclists

- In the bike lane (west side) 31%
- Not in the bike lane (east side) 69%

Raw Bicycle Count

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Data collected Wednesday, 9/3/2014, 7am to 7pm, on South 5th Place between South 5th Street and South 4th Street
During the vehicle peak hour of 7 to 8 PM, cyclists account for 55% of all traffic on S 5th Place.

- Cars = 231
- Bicycles = 282

Data collected Wednesday, 3/11/2015, 7 - 8pm, on South 5th Place between South 5th Street and South 4th Street.
Proposed Design: S 5th Pl

**Existing**

- West Sidewalk
- 10’ Parking Lane
- 12’ Travel Lane
- 15’ Parking Lane
- 3’ Buffer
- East Sidewalk & Bike Path

Length: 45’

**Proposed**

- West Sidewalk
- 13’ Parking Lane
- 11’ Shared Lane
- 10’ Parking Lane
- 3’ Buffer

Length: 45’
Example of Proposed Design

Plaza Street, Brooklyn

- Two-way lane on a one-way street
Turn Conflicts at S 5th Street

- The existing design requires all cyclists and drivers to cross paths at the bend between S 5th Street and S 5th Place.
- The proposed design eliminates this conflict.

**Existing Condition**

**Proposed Design**
Turn Conflicts at S 4th Street

- The existing design requires cyclists and drivers turning right to cross paths at the intersection of S 4th Street and S 5th Place.
- The proposed design eliminates this conflict.

Legend:
- Car Turn
- Bicycle Turn
Existing Design

- Only 3’ of sidewalk clearance exists to connect to the pedestrian path entrance on Bedford Ave.
- Existing design requires southbound cyclists to use the sidewalk.
- No eastbound bicycle connection to Roebling St.
A curb extension will widen the sidewalk and improve access to the pedestrian path entrance on Bedford Ave.

Eastbound bicycle connection to Roebling St.

Widened and reoriented curb ramp will improve access between the roadway and the bridge path.

Southbound cyclists will use the roadway instead of the sidewalk.
Proposed Design: S 4th St

**Existing**

- South Sidewalk: 10' Parking Lane, 12' Turn Lane
- 14' Shared Lane
- North Sidewalk: 8' Parking Lane

Length: 44'

**Proposed**

- South Sidewalk: 8' Parking Lane, 14' Turn Lane
- 14' Shared Lane
- 14' Shared Lane
- 8' Parking Lane

Length: 44'
Summary of Benefits

• Improves conditions for cyclists
  • Two-way facility will be aligned with existing use patterns
  • Turning conflicts with cars will be eliminated
  • Curb ramp will be widened and realigned
  • An eastbound connection to the existing bike network will be established

• Improves conditions for pedestrians
  • The sidewalk adjacent to the Continental Army Plaza will be reserved for pedestrian use only
  • Curb extension will create a convenient connection to the pedestrian path entrance on Bedford Ave

• The quantity of parking spaces will remain the same
Questions?

Thank You