

9th Street Safety & Bicycle Project

Park Slope, Brooklyn



Division of Street Management & Safety
Traffic Operations Bureau
Presentation to CB 6, Brooklyn
March, 2007

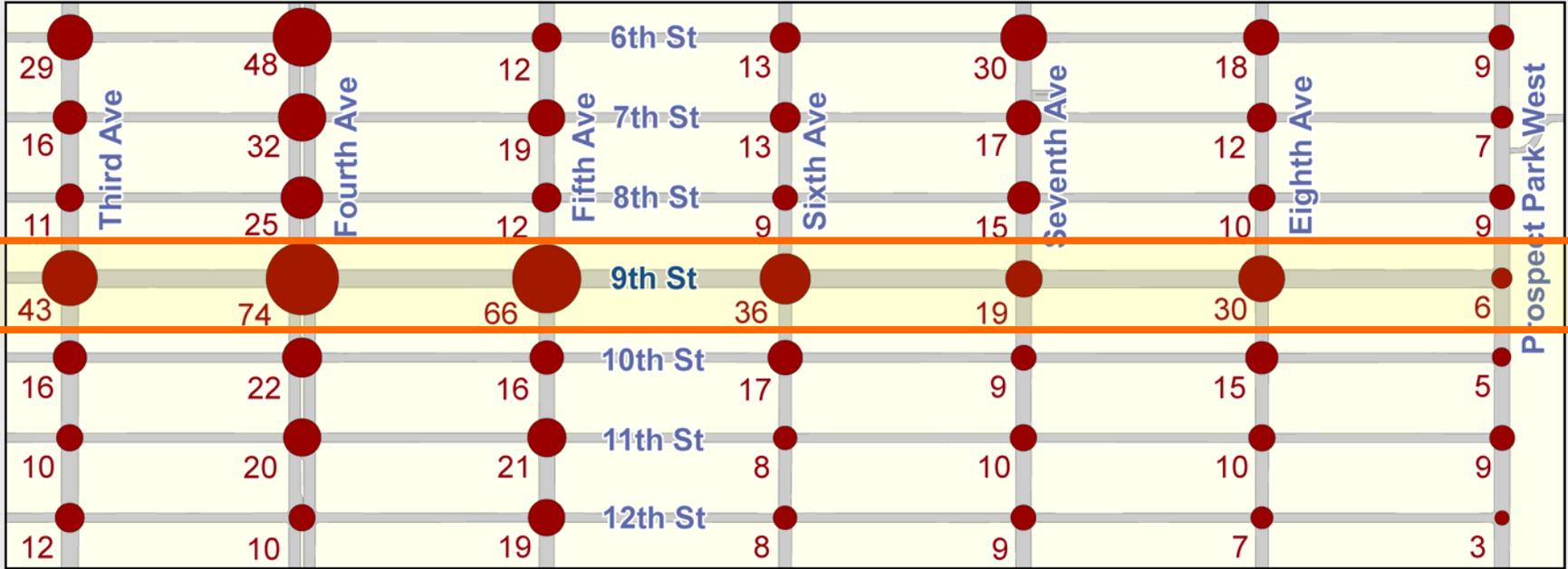
DOT 3-Year Bicycle Network Expansion Plan

- 200 mile expansion of on-street network
- Targeted to:
 - Increase connectivity
 - Areas with high demand
 - Citywide backbone of routes

9th Street: Bicycle Network Link



Corridor Crashes



2004-2006 Crashes

Injured:	3rd Ave		4th Ave		5th Ave		6th Ave		7th Ave		8th Ave		PPW	
Pedestrian	6	14%	9	12%	14	21%	5	14%	3	16%	7	23%	1	17%
Bicyclist	3	7%	2	3%	3	5%	3	8%	1	5%	1	3%	0	0%
Passenger	6	14%	13	18%	3	5%	8	22%	3	16%	10	33%	0	0%
No Injury	29	67%	50	68%	46	70%	20	56%	12	63%	12	40%	5	83%
Total Crashes	43		74		66		36		19		30		6	

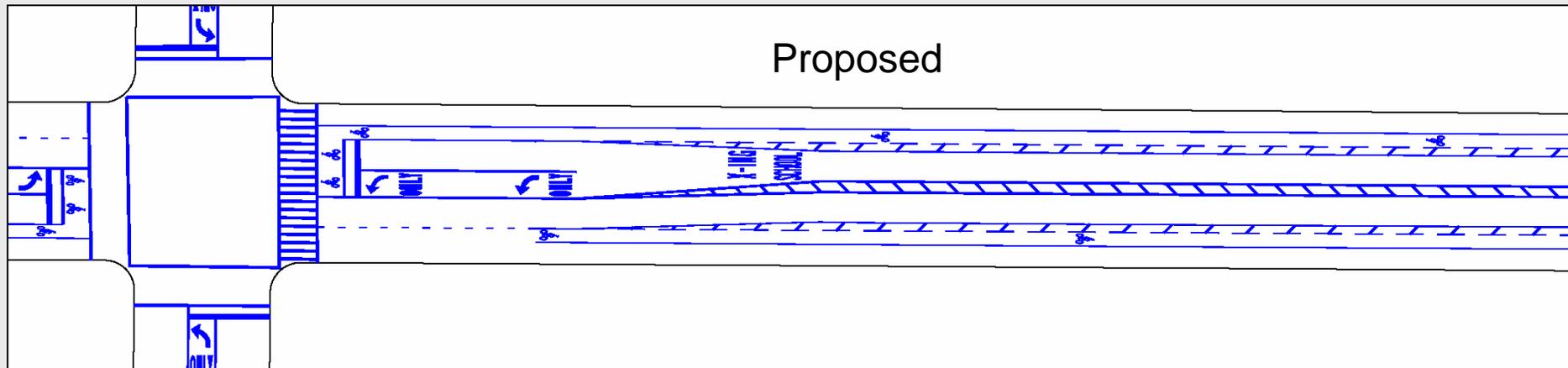
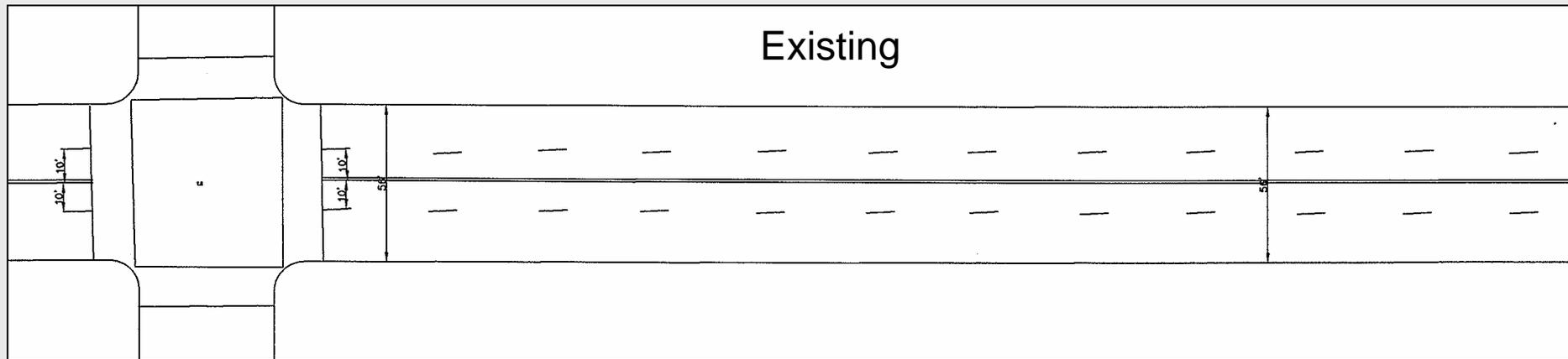
Primary 9th Street Issues

1. Uncomfortable Cycling Route
2. Pedestrian Safety Concerns
3. High Speeds
4. Interrupted Thru Movements
5. Challenging Left Turns

Project Goal: A Safer and More Comfortable 9th Street Corridor for ALL Street Users

Proposal Summary

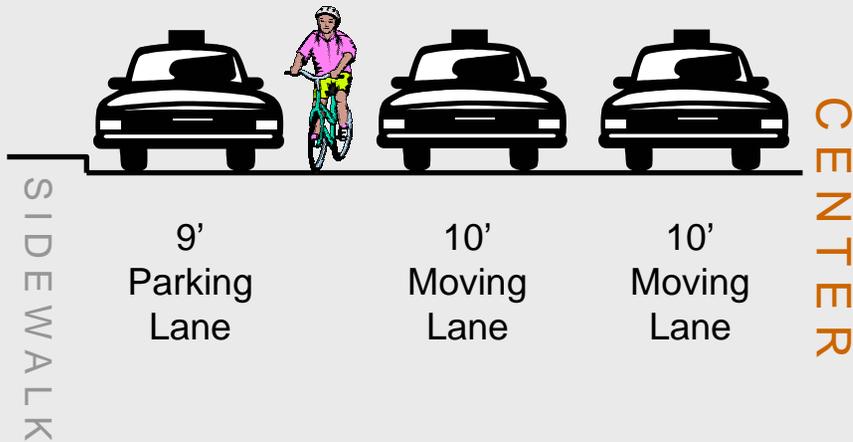
- 4 Lane to 3 Lane “Road Diet”
 - Left Turn Bays
 - Bike Lanes
- Carries existing 3 lane configuration at 4th Ave to Prospect Park
- Fast Implementation: July 2007



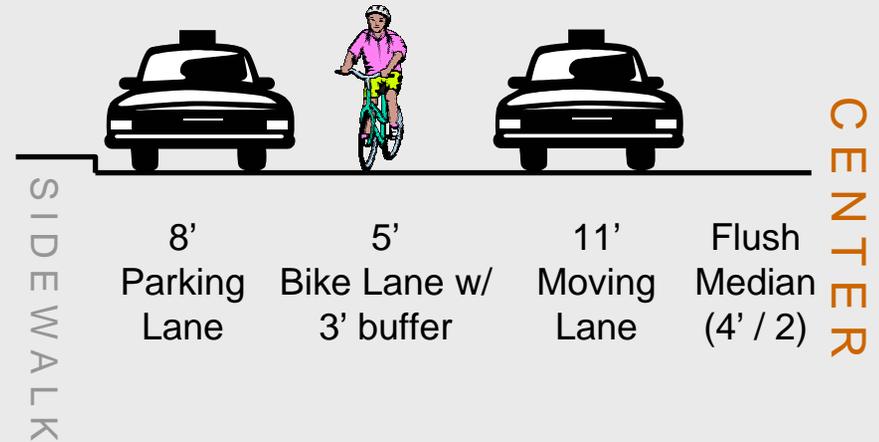
Issue 1: Uncomfortable Cycling Environment

- Cyclist squeezes b/w moving lane and parked cars, or
- “Takes” moving lane

- Cyclist separated from travel lanes



Existing Condition

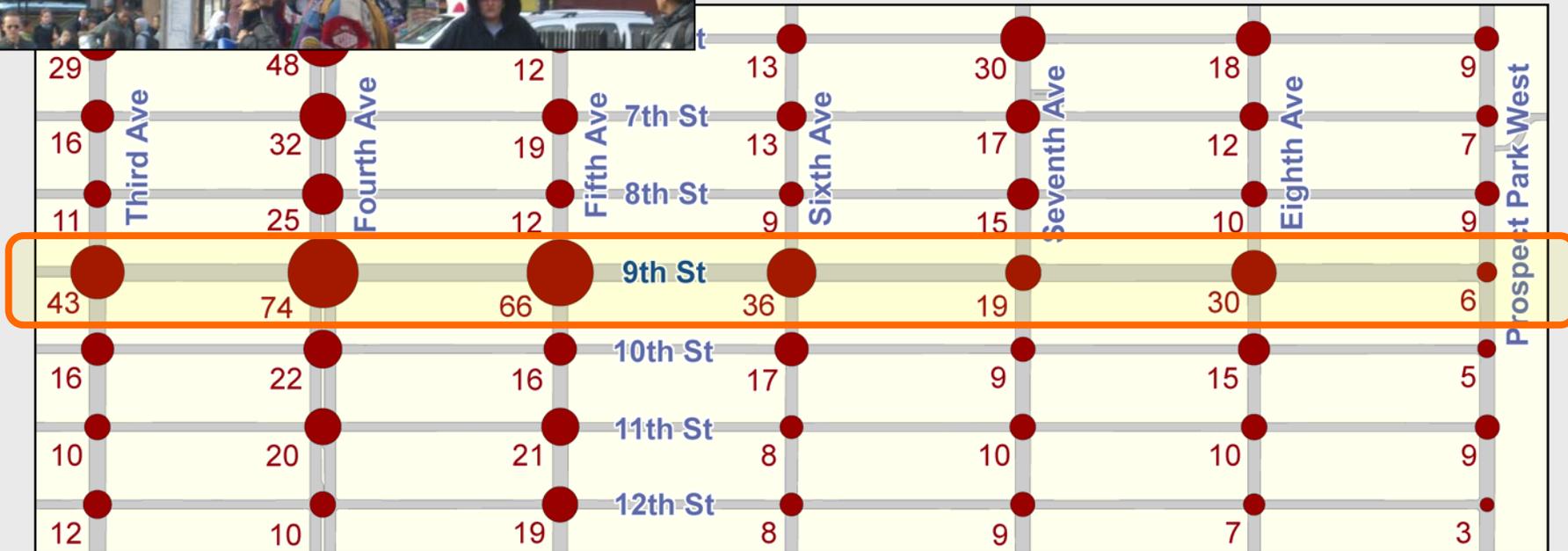


Proposed Condition

Issue 2: Pedestrian Safety Concerns

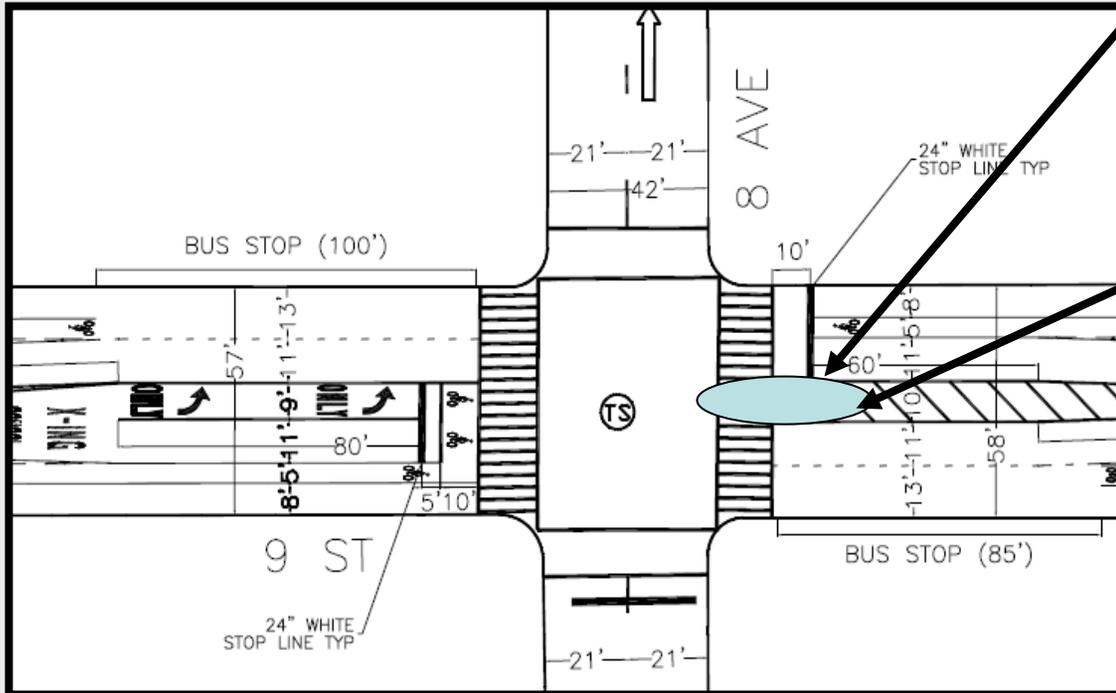


- 3rd & 9th Fatality
- Dizzy's Crash (8th Ave)
- CB 6 Complaints



Issue 2: Pedestrian Safety Concerns

- Lane Assignments, Speed Reduction & Simplified Operations
- Potential Refuge Islands at Crossings with One Way Avenues

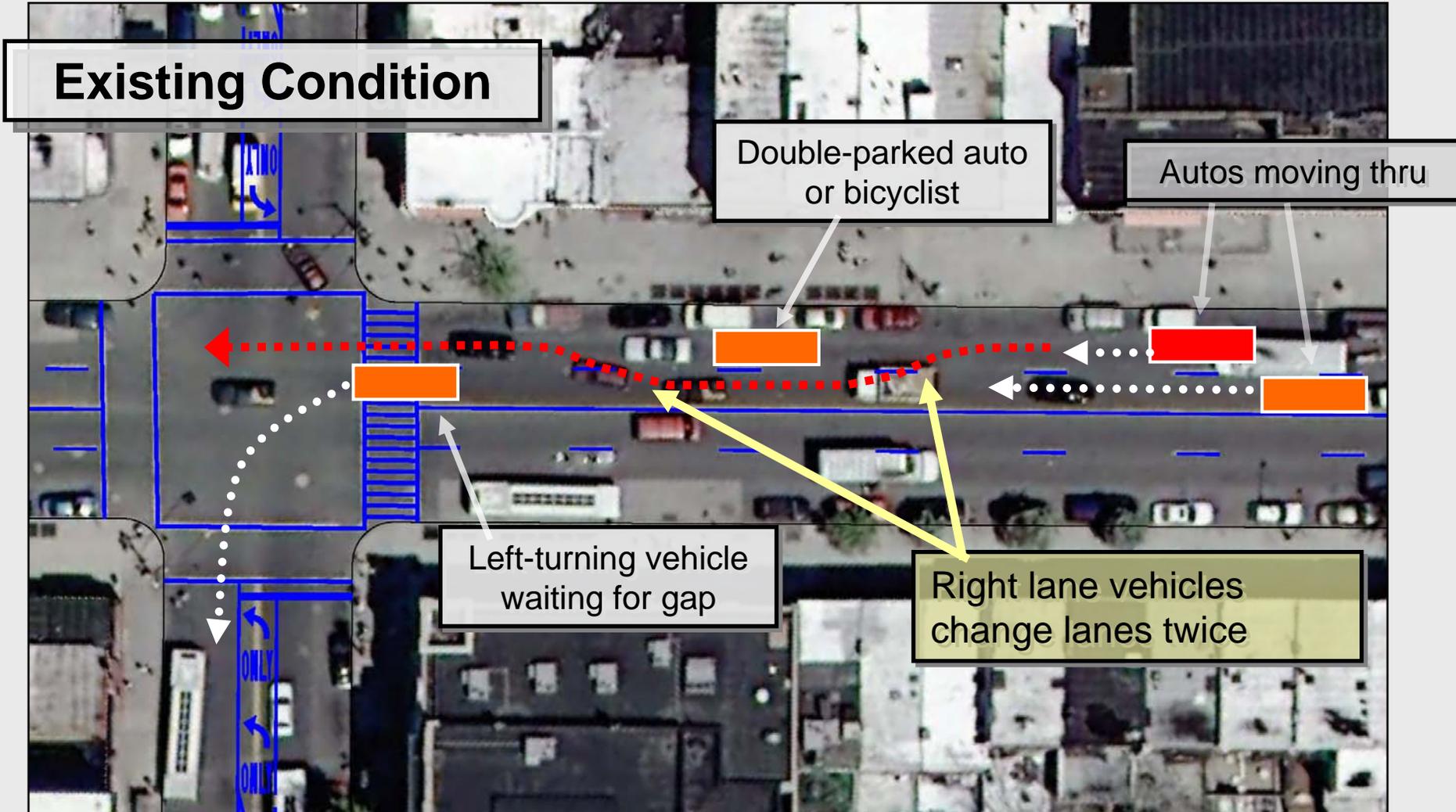


Issue 3: Speeds

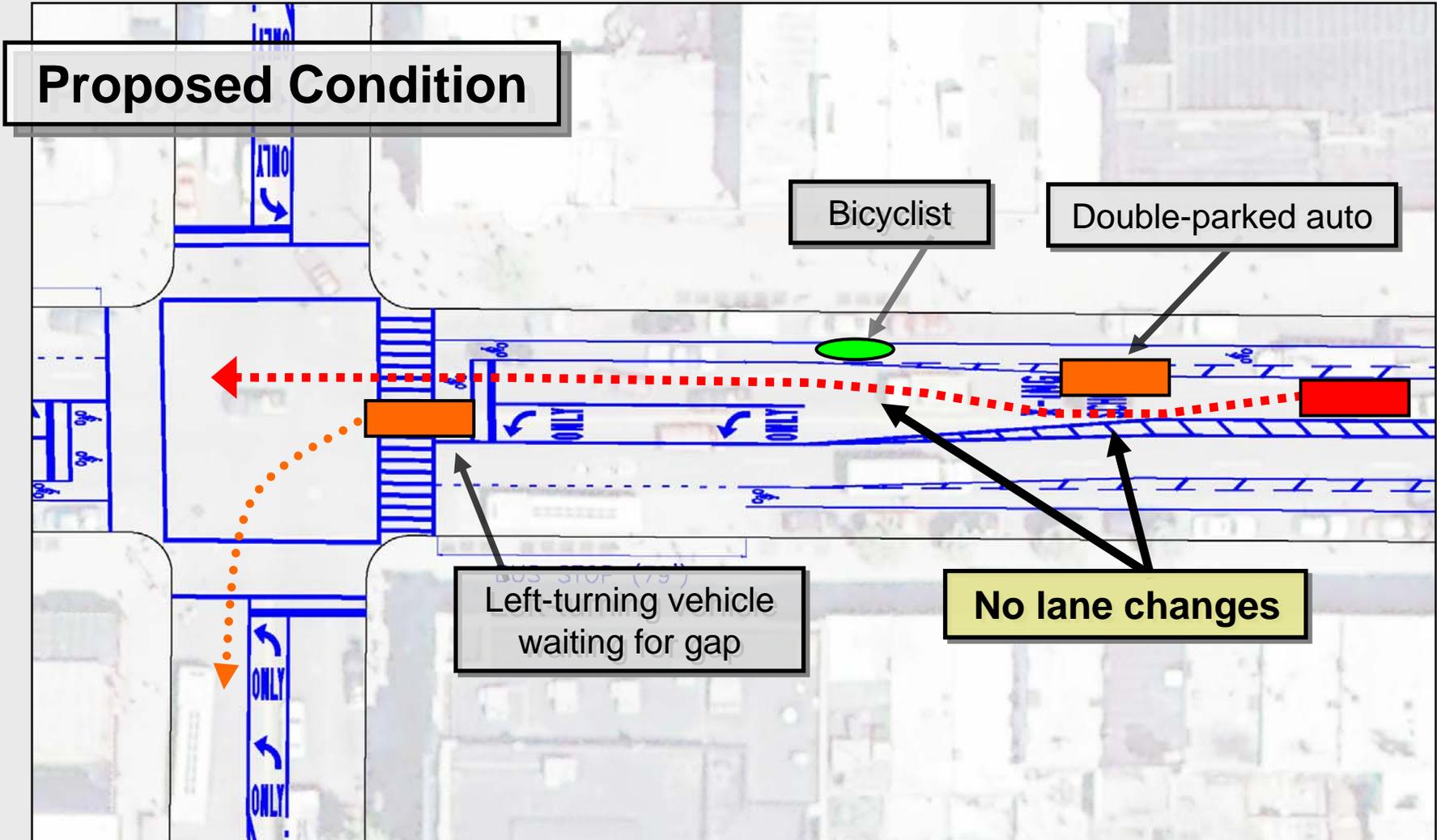
- Excess Capacity
 - Atlantic Ave (at Clinton): 26,000 vehicles per day (vpd)
 - Vanderbilt Ave (at Atlantic): 19,000 vpd
 - 9th St (at 6th Ave): 11,500 vpd
- Thru Lane Removal
 - 1 Lane: lead vehicle sets pace
 - Successful “4 to 3” reductions:
 - Vanderbilt Ave
 - Gerritsen Ave



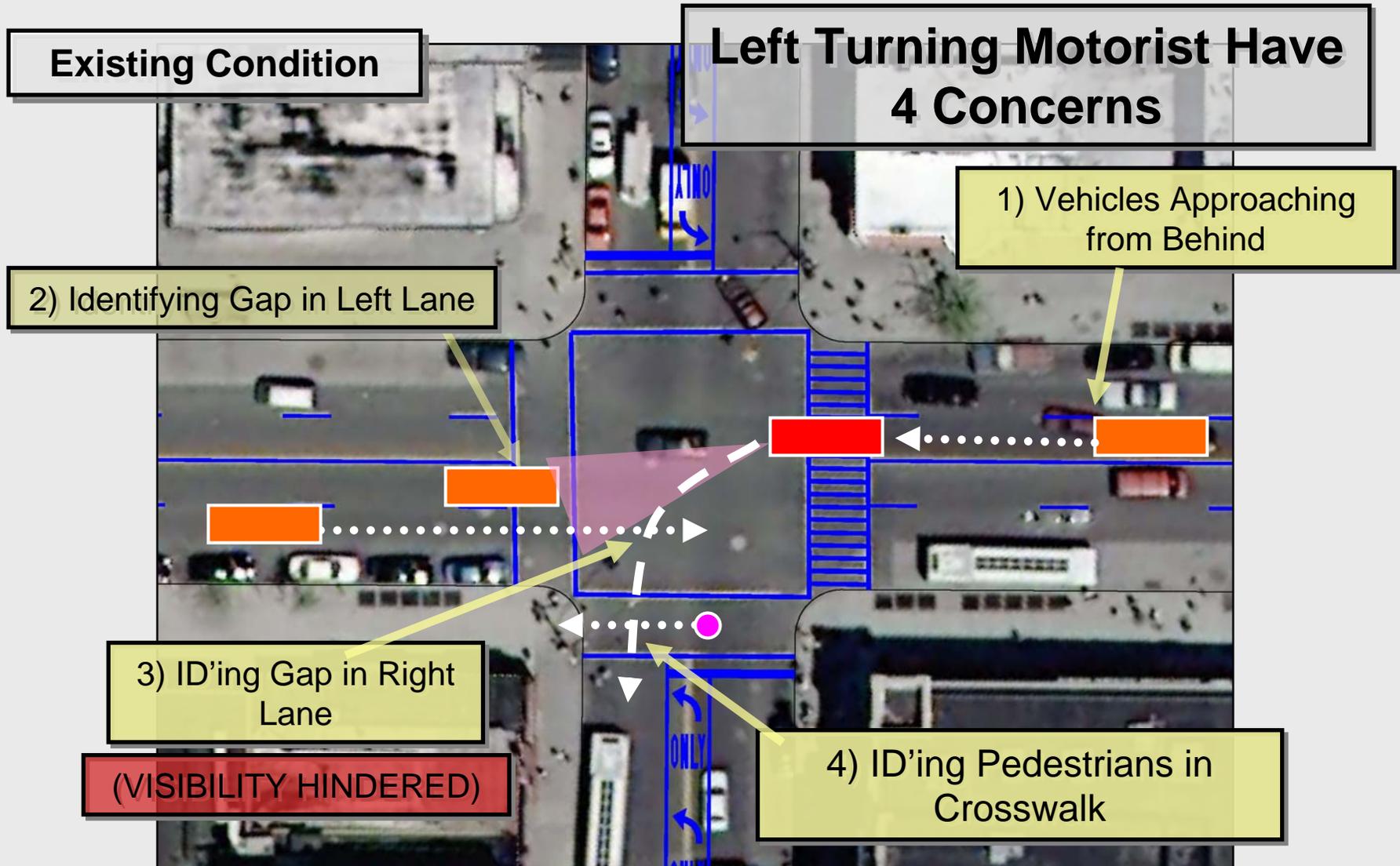
Issue 4: Interrupted Thru Movement



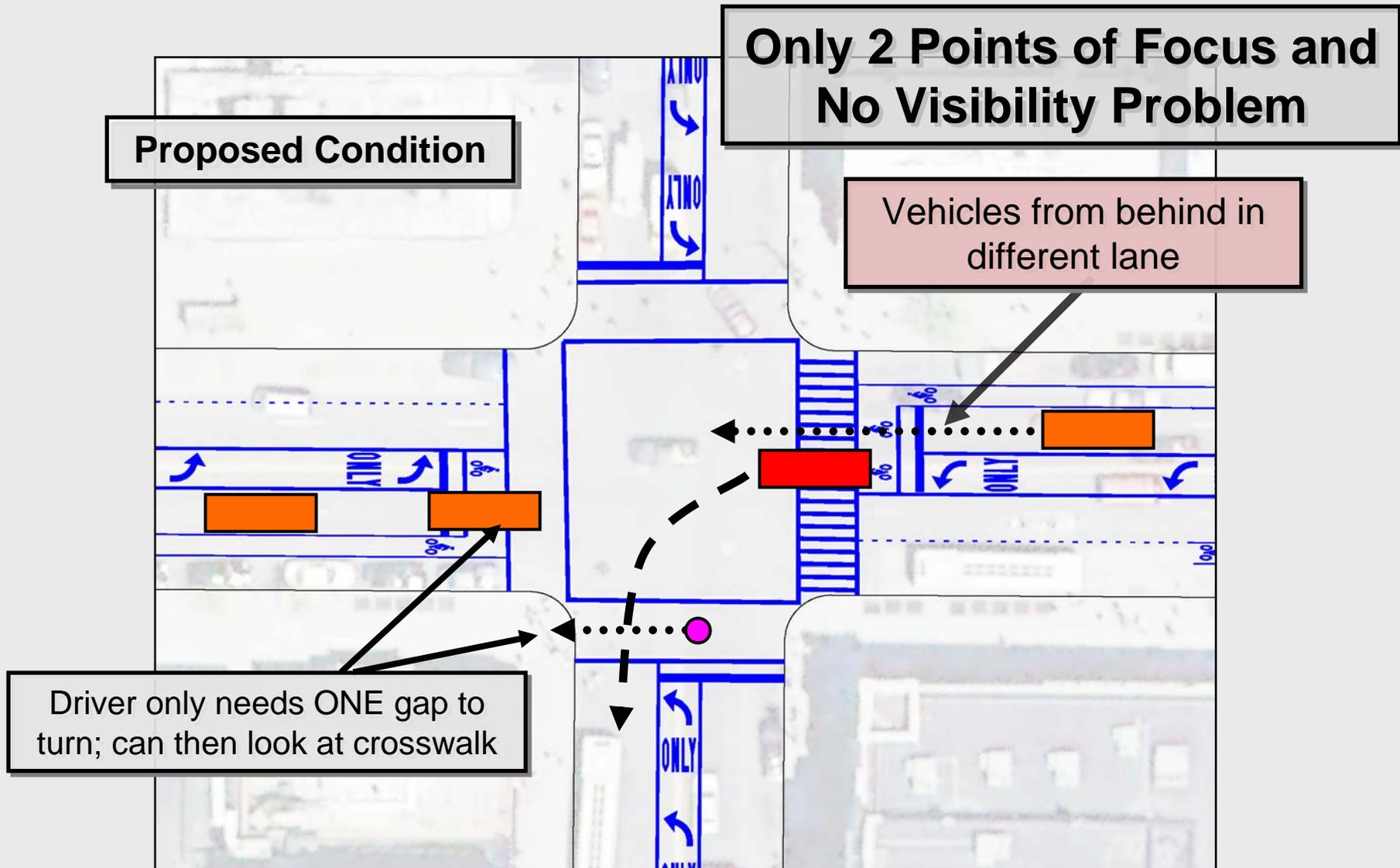
Issue 4: Interrupted Thru Movement



Issue 5: Challenging Left Turns

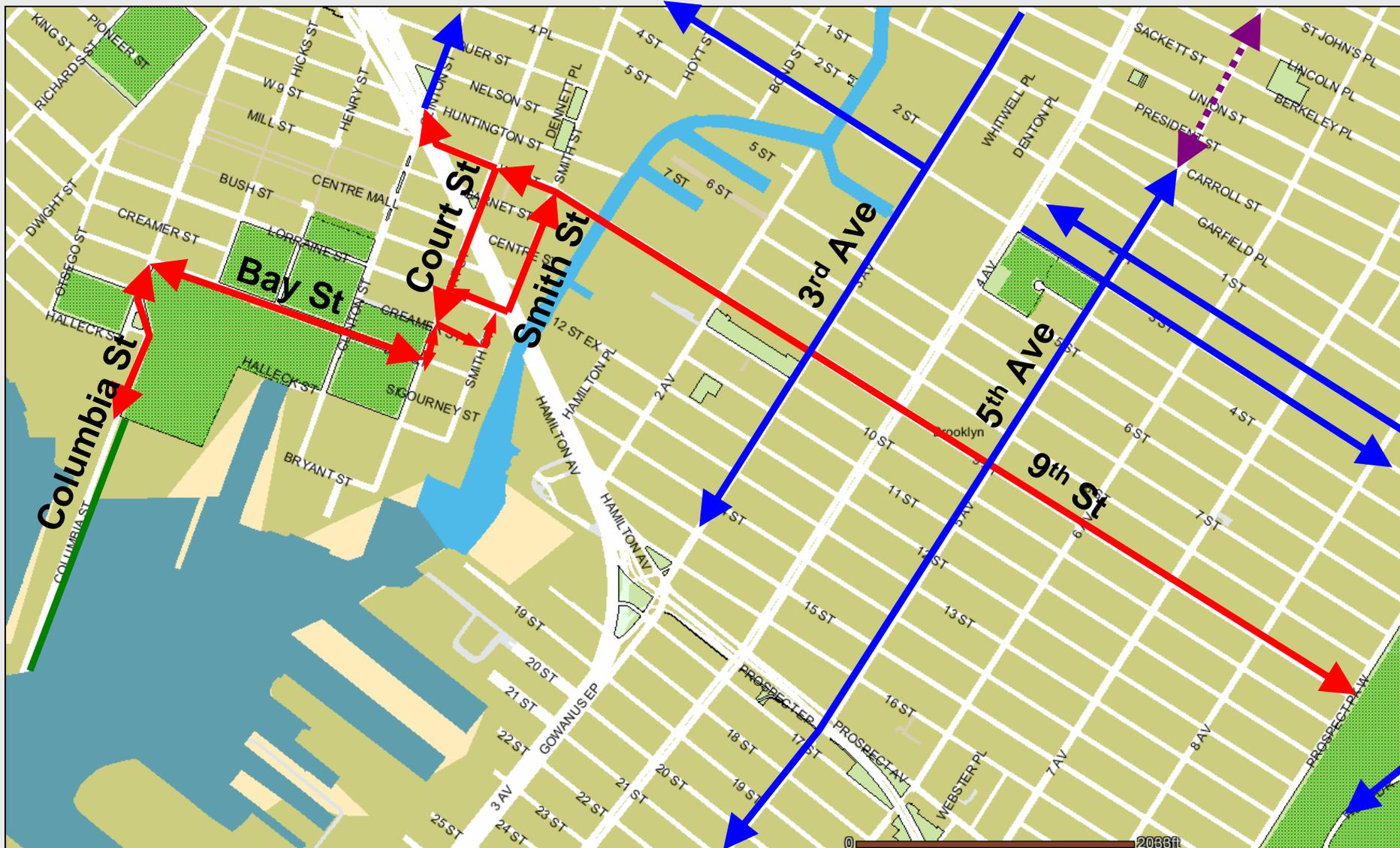


Issue 5: Challenging Left Turns



Bicycle Network Benefits

Implemented with Brooklyn Waterfront Greenway Connection to Columbia Street Promenade



Summary

Project Goal: A Safer and More Comfortable 9th Street Corridor for ALL Street Users

- Cyclists –
 - Dramatically improved experience
 - Connections to major attractors
- Pedestrians –
 - More Comfortable and Safe with Potential for Capital Improvements
- Motorists –
 - Simplified and Safer Operations
 - Center median reduces head on crash risk
- New Street in July
 - “Operational” Design Allows for Rapid Implementation

End of Presentation