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
Corridor Crashes

2004-2006 Crashes

<table>
<thead>
<tr>
<th>Injured:</th>
<th>3rd Ave</th>
<th>4th Ave</th>
<th>5th Ave</th>
<th>6th Ave</th>
<th>7th Ave</th>
<th>8th Ave</th>
<th>PPW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>6</td>
<td>9</td>
<td>14</td>
<td>5</td>
<td>3</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Passenger</td>
<td>6</td>
<td>13</td>
<td>3</td>
<td>8</td>
<td>3</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>No Injury</td>
<td>29</td>
<td>50</td>
<td>46</td>
<td>20</td>
<td>12</td>
<td>12</td>
<td>5</td>
</tr>
<tr>
<td>Total Crashes</td>
<td>43</td>
<td>74</td>
<td>66</td>
<td>36</td>
<td>19</td>
<td>30</td>
<td>6</td>
</tr>
</tbody>
</table>
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**
- 9’ Parking Lane
- 10’ Moving Lane
- 10’ Moving Lane

**Proposed Condition**
- 8’ Parking Lane
- Bike Lane w/ 3’ buffer
- 11’ Moving Lane
- Flush Median (4’ / 2)
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

Existing Condition

- Double-parked auto or bicyclist
- Left-turning vehicle waiting for gap
- Right lane vehicles change lanes twice
- Autos moving thru

Autos moving thru
Issue 4: Interrupted Thru Movement

Proposed Condition

- No lane changes
- Double-parked auto
- Left-turning vehicle waiting for gap
- Bicyclist

No lane changes
Issue 5: Challenging Left Turns

Existing Condition

Left Turning Motorist Have 4 Concerns

1) Vehicles Approaching from Behind

2) Identifying Gap in Left Lane

3) ID’ing Gap in Right Lane (VISIBILITY HINDERED)

4) ID’ing Pedestrians in Crosswalk
**Issue 5: Challenging Left Turns**

- **Proposed Condition**
  - Vehicles from behind in different lane

- **Only 2 Points of Focus and No Visibility Problem**
  - Driver only needs ONE gap to turn; can then look at crosswalk
  - Vehicles from behind in different lane
Bicycle Network Benefits
Implemented with Brooklyn Waterfront Greenway
Connection to Columbia Street Promenade
**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