Route provides bicycle connection across Williamsburg Bridge
Council District 34
- Council district with the highest number of fatalities in Brooklyn (3rd highest in NYC)
- Pedestrians are more than half of fatalities in the district
- Half of the fatalities occurred overnight
- A quarter of the fatalities involved a truck
- Motorcyclists accounted for 20% of the fatalities
- 15% of the fatalities involved a driver without a valid drivers license

### Fatalities in Council District 34, 2014 - 2019

<table>
<thead>
<tr>
<th>Year</th>
<th>Peds</th>
<th>Cyclist</th>
<th>Motorcycle</th>
<th>Motor Vehicle</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>5</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>2015</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>2016</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>2017</td>
<td>1</td>
<td>2</td>
<td>5</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>2018</td>
<td>6</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>2019*</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>21</td>
<td>7</td>
<td>9</td>
<td>4</td>
<td>41</td>
</tr>
</tbody>
</table>

*YTD as of April 17, 2019*
Borinquen Pl/Grand St between Rodney St and Metropolitan Ave is a Vision Zero Priority Area with 3 pedestrian fatalities and 1 cyclist fatality between 2012 and 2018

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>64</td>
<td>7</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>129</td>
<td>10</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>200</td>
<td>15</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>Total</td>
<td>393</td>
<td>32</td>
<td>4</td>
<td>36</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2012 – 03/19/2018: 4
High Bicycle Ridership

- On a typical weekday 1000+ cyclists use Grand St
- Counts were collected over a 12 hr period in September, 2016 and September, 2018

12-Hour Bicycle Count (7:00 AM - 7:00 PM)

Weekday Counts – Sept 2018
Design Justification

- Response to request for safety improvements following a number of severe injuries and fatalities
- High volume of cyclists with direct access to Williamsburg Bridge and across Newtown Creek
- Installation started in October 2018 in preparation for L Project, put on hold due to weather
• **Finish** project: finish installing green paint, install delineators where necessary, and add turn treatments

• **Will not install** bus lanes, shuttle stops, and vehicle restrictions

• **Relocating** three bus stops back to the before condition
  - Catherine St to Olive St,
  - Bushwick Ave/Graham Ave: near side to far side

• **Offset Crossings** installed where feasible

• **Pedestrian island** to be installed at Manhattan Ave

• **Gaining** 8 additional parking spaces on the north side
Curb Management

- **Wide buffer** maintains emergency access

- **Updated parking regulations** to accommodate loading activities and provide local customer access
  
  - **Increase turnover.** Add commercial and metered parking on the side streets to help provide parking supply along the corridor
  
  - **Increase customer access.** Reduce parking time limits from 2 to 1 hour on Grand St to improve turnover at the curb
  
  - **Dedicate commercial space** on every block from Union St to Bushwick Ave that becomes passenger metered parking from 4pm to 10pm

---

Example siting of loading zones

Siting of loading zones are done on a block-by-block basis.
• **Improve** curb access along the south curb

• **Update** design to accommodate higher volume of south side loading between Waterbury St and Morgan Ave

• **Provide flexibility** on south side with wider bike lane at 6 feet

• **Gain** 4 additional parking spots
Markings implementation started in October 2018 and was put on hold December 2018 for the winter due to weather and construction overlap.

Remaining work to be installed Spring 2019
- Green paint and lane lines
- Bike symbol markings
- Parking regulation & meter updates

Updates based on feedback, examples include:
- No vehicle restrictions and shuttle bus stops
- Relocating three bus stops back to the before condition (Catherine St to Olive St, Bushwick Ave/Graham Ave: near side to far side)
- Updated turn treatments at Graham Ave, Manhattan Ave, and Lorimer St
- Updated design between Waterbury St and Morgan Ave
- Updated parking regulations to accommodate loading and customer access
THANK YOU!

Questions?