Why are we here?

- Building a Citywide Bicycle Network: Bicycle Master Plan
  - 1997
- Bicycle Fatality Study - Improve Safety
  - 2006
- Mayor’s PlaNYC – A Greener Transportation Network
  - 2007
- Increased use of the Pulaski Bridge path
  - Pedestrians & Cyclists
Pulaski Bridge is a key link between Greenpoint in Brooklyn and Long Island City in Queens.

- **Brooklyn:**
  - New bicycle lanes installed from Pulaski Bridge to Williamsburg Bridge

- **Queens:**
  - New bicycle lanes installed from Pulaski Bridge to Queensboro Bridge and Astoria
  - Pedestrian Safety Improvement underway at Jackson Ave & 11th Street
Existing Conditions of Path

- Shared 8’ path for pedestrians / cyclists on the west side of Pulaski Bridge
- Moveable Bridge which opens for and creates a gap in the path
- Signs for cyclists to dismount as they approach the bridge joints are confusing and not located near the joints
- Undefined Space: No markings or signs to indicate direction or side of travel for pedestrians or cyclists
Issues, Observations & Statistics

- **Issues:**
  - Narrow pathway with high volumes of pedestrians and cyclists
  - Potential conflicts between pedestrians and cyclists trying to share the space
  - Not all path users are courteous
  - Path lacks definition
  - Bridge joint gap varies with temperature

- **Observations:**
  - Pedestrians and cyclists typically travel in the same direction at peak times
  - Pedestrians and cyclists typically proceed in an orderly fashion

- **Statistics:**
  - 436 cyclists counted
  - 1,077 pedestrians counted
  - Daily vehicle counts
    - 2000 = 37,421
    - 2005 = 38,911
    - 2006 = 38,224
    - 2007 = 37,221
    - 2008 = 33,070
  - During peak hours, one lane can handle 600 cars per hour
    - Northbound peak 7am-9 am = 1500-1700 vehicles per hour
    - Southbound peak 3pm-5pm = 1600-1700 vehicles per hour
Existing Conditions of Roadway

- Double leaf, Bascule Drawbridge
- Reconstructed in 1994, cost $40 million
- 3 travel lanes in each direction
- On- and off-ramps
- Sight line issues: horizontal and vertical alignments
- Busy intersections at both ends of bridge
- Speeding
  - 48 mph entering Brooklyn
  - 43 mph entering Queens
- Heavy truck traffic

Poor sight lines due to the bridges horizontal and vertical alignments

Intersection is 2 blocks away from pathway entrance
Example of Existing Bicycle and Pedestrian Path Treatments on Bridges

- Pedestrian and bicycle symbols and arrows
- Edge-lines the length of the bridge to highlight narrow sections
- Centerline
- Signs

Brooklyn Bridge Path
Proposed Improvements

- Met with Community Board and stakeholders May 6, 2009 to discuss our toolbox of possibilities
- Gateway treatment
  - 50-foot yellow centerline
  - Pedestrian and bicycle symbols and arrows
  - “Yield to Peds, Slow” and “Yield to Peds, Shared Zone” signs
- Bridge Gap treatments
  - Signs approaching the gap, and at the gap
  - Gap teeth to be painted bright yellow
- Edge-lines
  - Full length of the bridge to highlight narrow sections
More information on this and recent projects is available at nyc.gov/dot