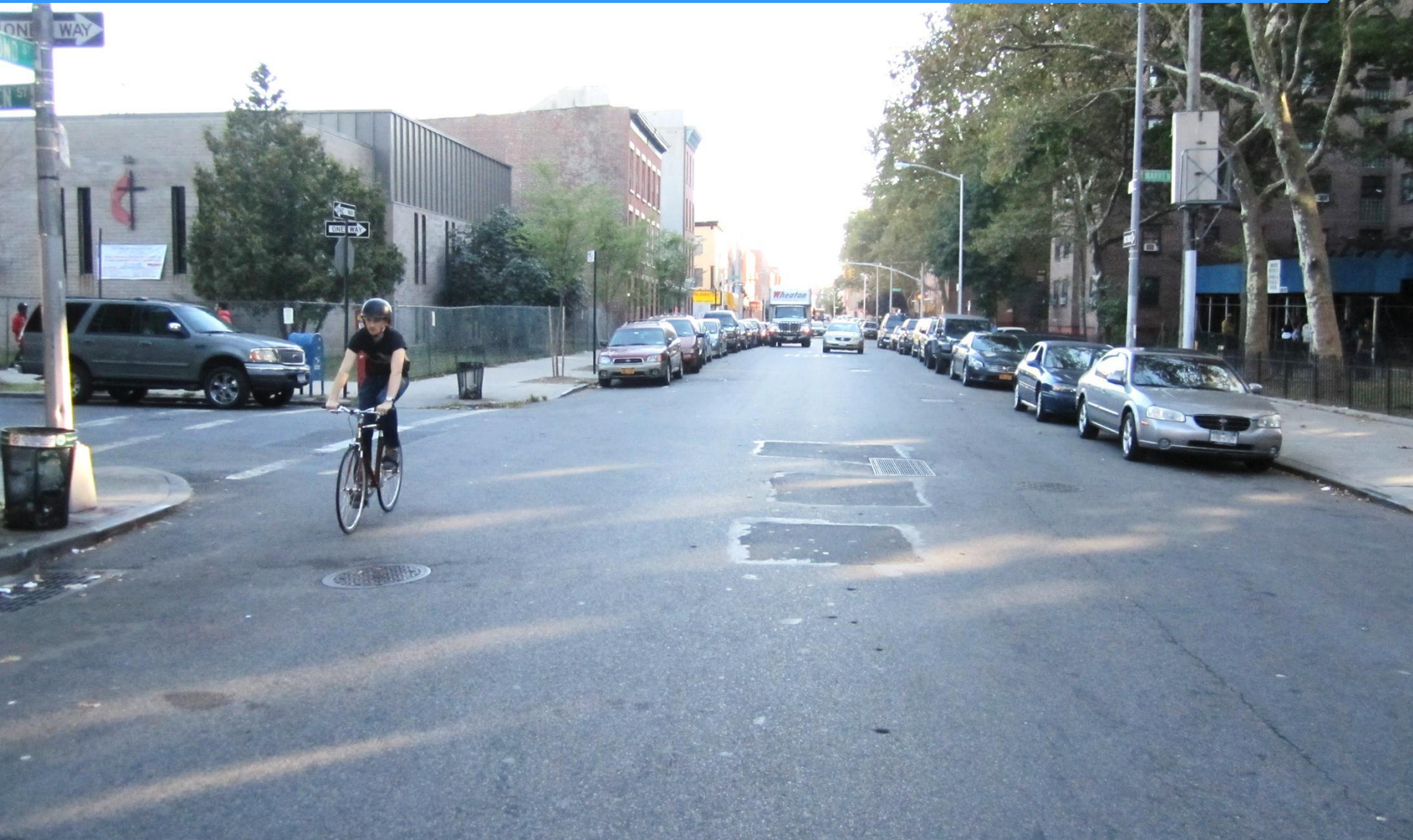


# Bond Street Bicycle Route

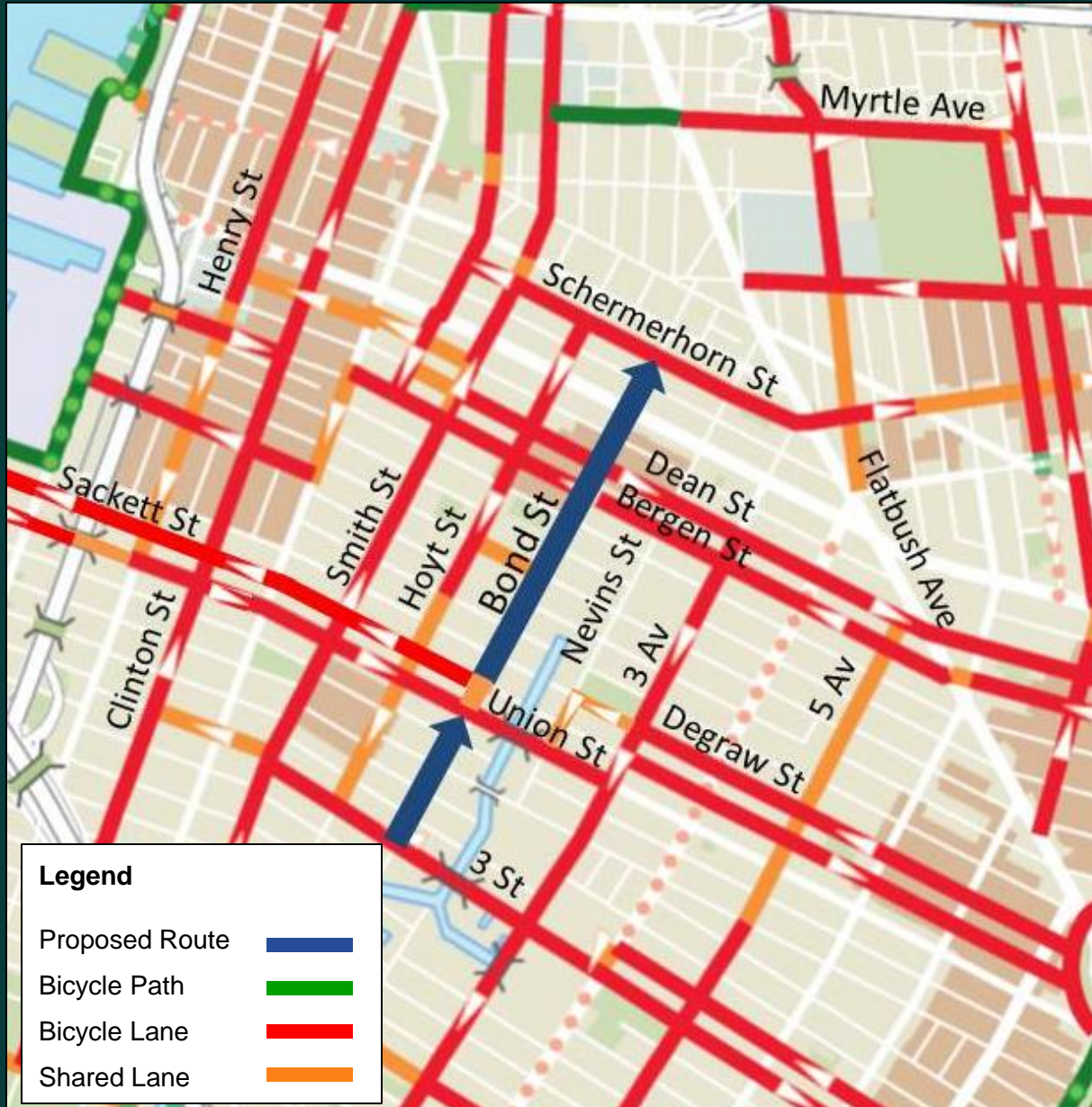


Commissioner Polly Trottenberg New York City Department of Transportation  
Presented to Brooklyn CB 2 on February 18, 2014





# Project Map





# Bicycle Volumes



## Bond Street Bicycle Volumes Between Union St and Sackett St

<b>Bicycles</b>	<b>12 Hour Bicycle Volume</b>
Weekday	395
Weekend	393

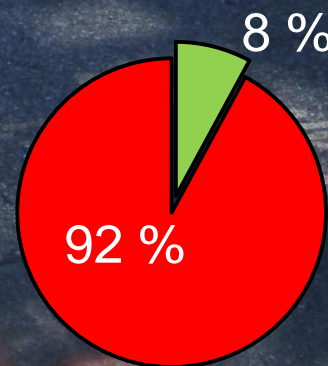


# Mode Split

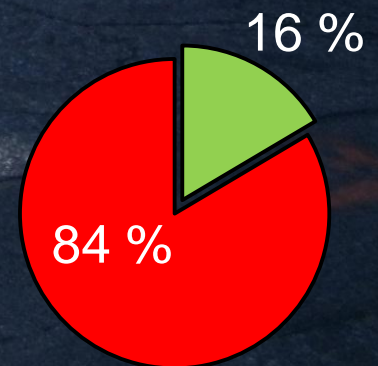
## Bond Street Weekday Peak Hour Modal Split Between Union St and Sackett St

Mode	AM Peak Hour (8am – 9am) Volume	PM Peak Hour (5pm – 6pm) Volume
Bicycles	37	45
Vehicles	430	228

AM PEAK



PM PEAK



 Bicycles  
 Vehicles



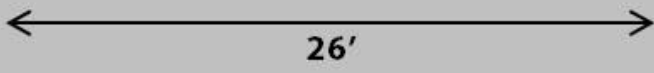
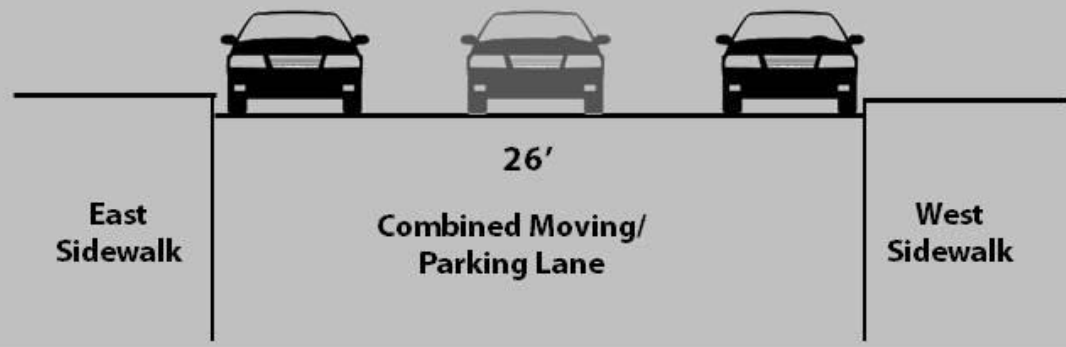
# Existing – 3 St to Douglass St



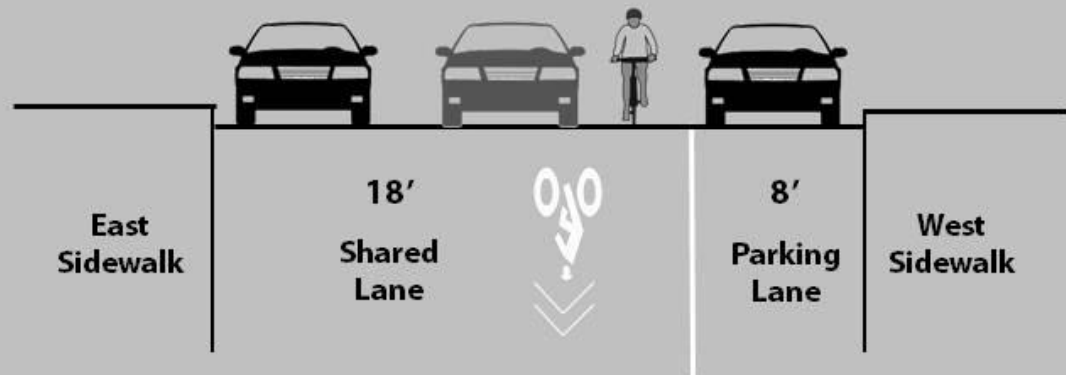
Between Degraw St and Douglass St

# Bond Street: Between 3 St & Douglass St

## EXISTING



## PROPOSED





# Proposed Design - 3 St to Douglass St



Hoyt St, Brooklyn



# Existing – Douglass St to Wyckoff St

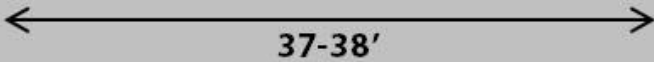
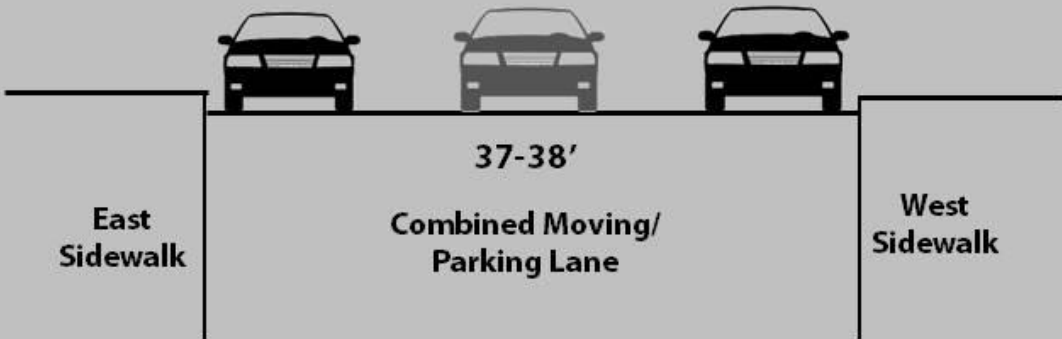


Between Baltic St and Warren St

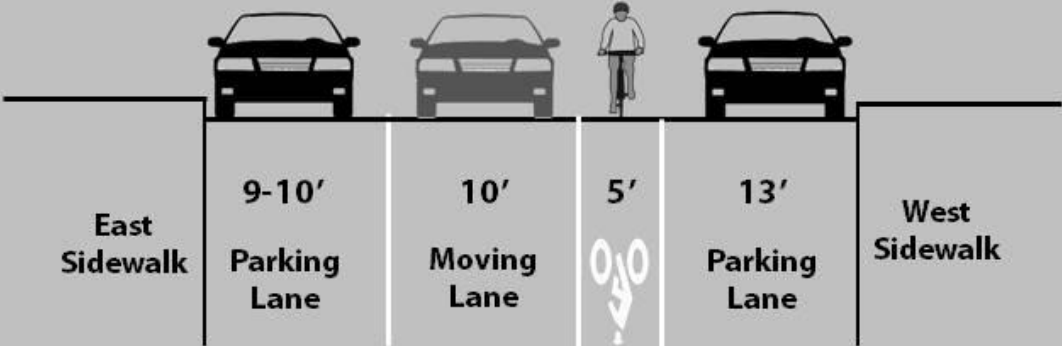


# Bond St: Between Douglass St and Wyckoff St

## EXISTING



## PROPOSED





# Proposed Design - Douglass St to Wyckoff St



Willoughby Ave, Brooklyn



# Existing – Wyckoff St to Schermerhorn St

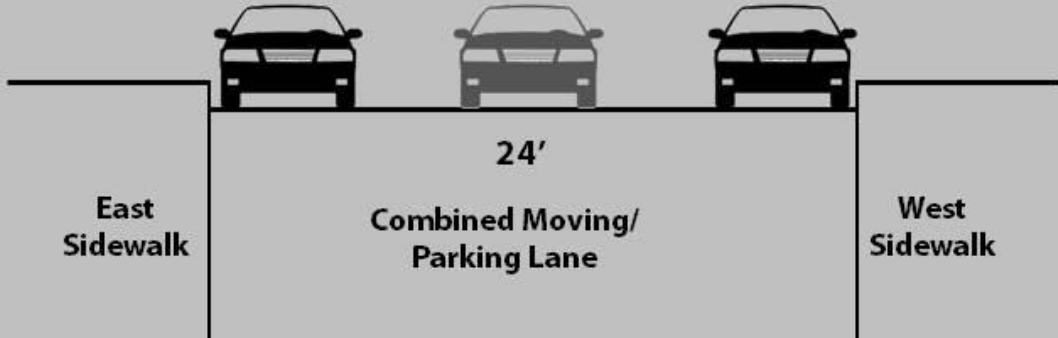


Between Dean St and Pacific St



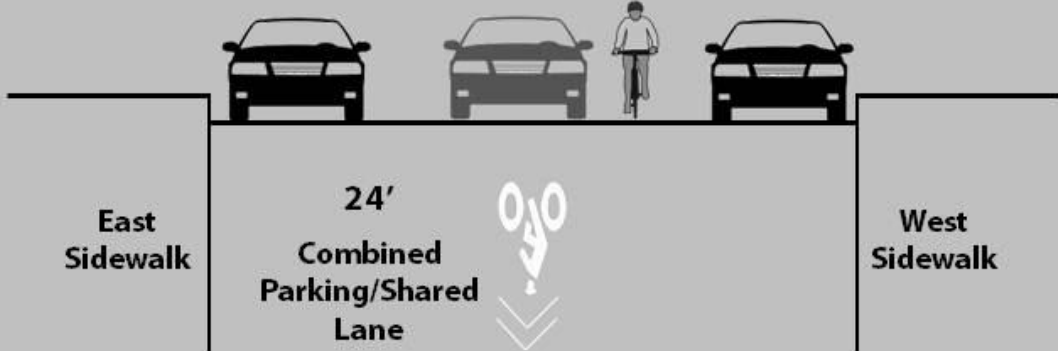
# Bond St: Between Wyckoff St and Schermerhorn St

## EXISTING



← 24' →

## PROPOSED



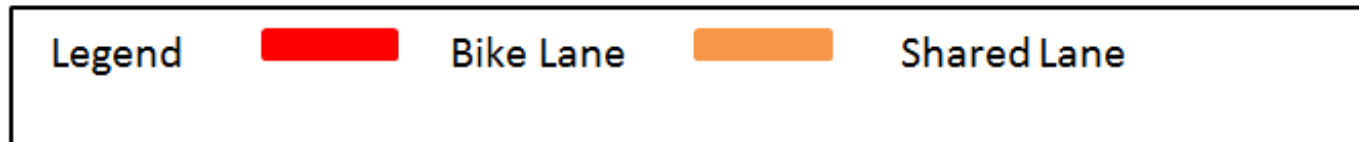
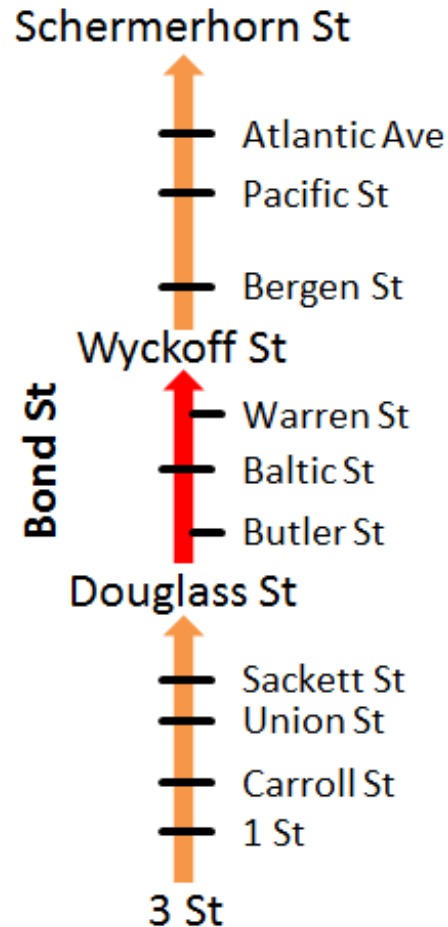
# Proposed – Wyckoff St to Schermerhorn St



Hendrix St, Brooklyn



# Bond St: Proposed Facility Type Diagram





# Benefits of Proposed Design

- Creates northbound route
- Improves access to Downtown Brooklyn
- Increase awareness of the presence of cyclists





Questions?

Thank  
You