

Fifth Avenue: 50th to 65th St (BK)



Shared Bicycle Lanes

Background

- Northbound and southbound bicycle facilities were installed on Fifth Ave between Dean St and 23rd St in 2006 and 2007
- Reconstruction of Fifth Ave between 23rd St and 34th St was completed in 2010 and included pedestrian safety improvements
- Fifth Ave between 34th St and 50th St was repaved in Spring 2012
- Northbound and southbound shared bicycle lanes installed between 23rd St to 50th St in 2013
- Local residents requested the bicycle route be extended to 65th Street following repaving in Spring/Summer 2014
- 5th Ave between 50th St and 65th St is a High Crash Corridor with 3 pedestrian fatalities between 2007 and 2013 and a 10.8 KSI, ranking in the top third of corridors in Brooklyn
- Nearly 900 bicycles counted on Fifth Ave on one day in 2010

Location

- Limits: Between 50th St and 65th St
- Fifth Ave between 50th St to 65th St is 42 feet in width and is a two-way northbound/southbound street with one travel lane and one parking lane in each direction
- Extends existing bicycle facility on Fifth Ave from Sunset Park to Bay Ridge
- Land uses are primarily medium density residential with ground floor commercial businesses



5th Avenue - 50th St to 65th St, BK

Injury Summary, 2007-2011 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	76	2	2	4
Bicyclist	20	2	0	2
Motor Vehicle Occupant	71	2	0	2
Total	167	6	2	8

Fatalities, 01/01/2007-9/30/2013 : 3

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

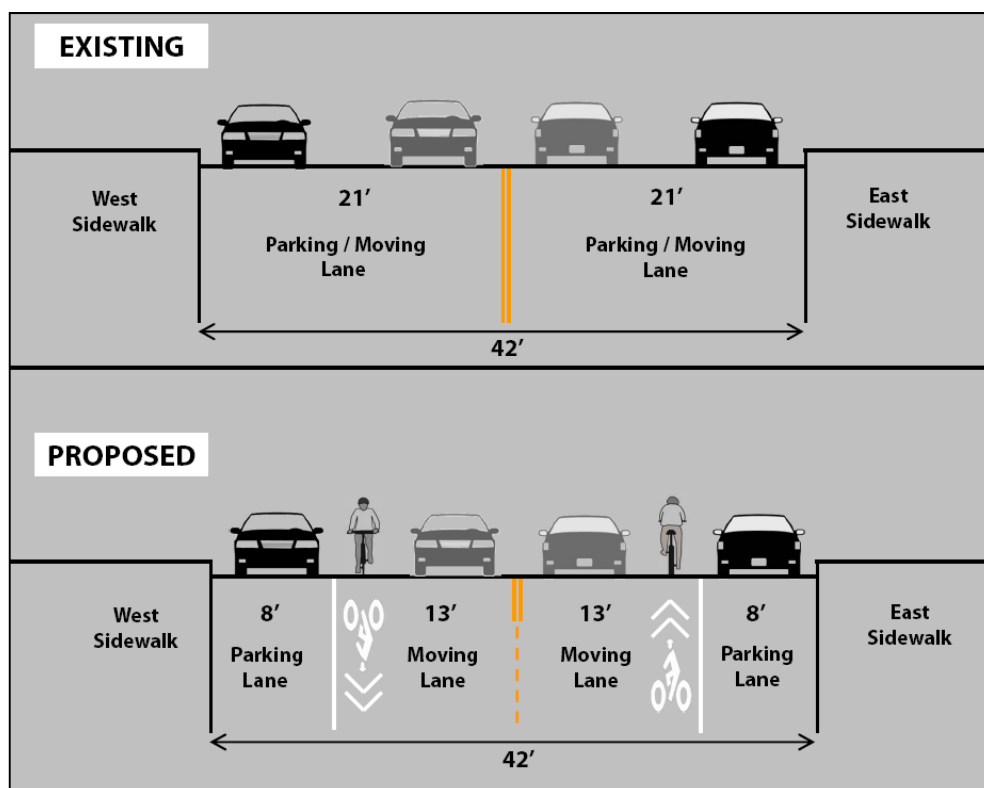
Fifth Avenue: 50th to 65th St (BK) (Cont.)

Improvements

- Install shared lane markings

Benefits

- Extends bike route to 65th Street, providing better access to the Bay Ridge bicycle and greenway network, following repaving in Spring/Summer 2014
- Improves bicycle access and safety south to Sunset Park neighborhood
- Provides non-motorized access to Fifth Ave's busy retail corridor and offers commuter cyclists another route to Downtown Brooklyn as well as the Brooklyn and Manhattan Bridges
- Encourages cycling through the creation of a safe and convenient cycling facility that extends an existing facility
- Enhances cyclist safety at intersections with heavy vehicle traffic
- Improves access, circulation, and safety for cyclists
- Redesigns 0.75 miles of a high crash corridor
- Adds 1.5 lane miles to the bicycle network



Fifth Avenue: 50th to 65th St (BK) (Cont.)

Scope

- Markings
- Signs—Traffic Control

Implementation

- Spring-Summer 2014

Classification

- None

Lead Unit

- Bicycle Program

Existing Condition: Fifth Ave Looking South at 50th St



Proposed Configuration: Fifth Ave at 25th St, Brooklyn