BROOKLYN BRIDGE PROTECTED BIKE LANE & ACCESS

Presented to Brooklyn Community Board 2 April 15, 2021





Background

East River Bridge Connections

 In 2007, DOT began prioritizing design changes that improve cyclist connections to the East River Bridges as well as on the East River Bridges

Brooklyn Bridge – Since 2007, numerous protected bicycle connections were installed on streets on both Brooklyn and Manhattan sides of the bridge

- Shared Use Path Pedestrian overcrowding is the primary cyclist issues on the bridge span
- Protected Connection There is currently no protected bicycle connection to the north of the Brooklyn Bridge on the Manhattan side, forcing cyclists to share the roadway with vehicles

Bicycle Volumes on the East River Bridges

 As cyclist volumes have grown on the other three bridges in the last five years (+4%), volumes on the Brooklyn Bridge have fallen (-44%)



Brooklyn Bridge Design

Remove one vehicle travel lane and install two-way protected bike lane on the bridge, work is currently ongoing



Issues/Timeline: Landmarks



- Brooklyn Bridge is a designated NYC Landmark (8/24/1967); changes subject to review and approval by the Landmarks Preservation Commission
- Proposed changes to bridge have minimal historic impact and are generally nondestructive/reversible.

Brooklyn Access

Remove one vehicle travel lane and install two-way protected bike lane for the length of the bridge



Bike Access to Bridge Curb installed and fence removed at this point to transition bike lane from existing median to on-street

Vehicle Access to Bridge Shift vehicle lane to east side to allow for two-way bike lane

5100

Brooklyn Access

Paver Removal Area

Brooklyn Access

Adams St Entrance

Paver Removal Area Paver Removal Area

Sands St Entrance

BQE Entrance

Brooklyn Access



Restrict vehicles from turning right from Tillary St to the Brooklyn Bridge, while maintaining local access for Adams St

Brooklyn Bridge

- AM peak hour volumes will decrease by 20% (700-800 vehicles)
- Largest vehicle volume increases are on Sands St and Jay St approaching Sands St bridge entrance

Manhattan Bridge

- Approximately 10% of daily Manhattan-bound weekday volume from Brooklyn will divert to the Manhattan Bridge
- Diversions will increase vehicle volumes on:
 - Flatbush Ave Ext
 - Nassau St
 - Gold

Downtown Brooklyn Traffic Changes



Downtown Brooklyn Traffic Changes



Changes to the Roadway

- Intersections along Tillary St approaching the Adams St entrance will be redesigned to reflect the changes in vehicular access for the Brooklyn Bridge.
- Intersections approaching additional bridge entrances and exits in Brooklyn and Manhattan will be redesigned to accommodate increased vehicle volumes while still prioritizing pedestrian and cyclist safety
- Potential changes include:
 - Signal timing and phasing
 - Lane assignment and allocation
 - Geometric changes
 - Regulatory changes



THANK YOU!



