



GRAND ST UPDATE

Brooklyn Community Board 1 - May 14, 2019



Grand St

Project Route and Design

Route provides bicycle connection across Williamsburg Bridge



Safety Statistics



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

Year	Peds	Cyclist	Motorcycle	Motor Vehicle	Total
2014	5	2	1	1	8
2015	3	0	0	1	4
2016	3	2	0	0	5
2017	1	2	5	1	9
2018	6	0	3	1	10
2019*	3	1	0	0	4
Total	21	7	9	4	41

*YTD as of April 17, 2019

Grand St

Analysis

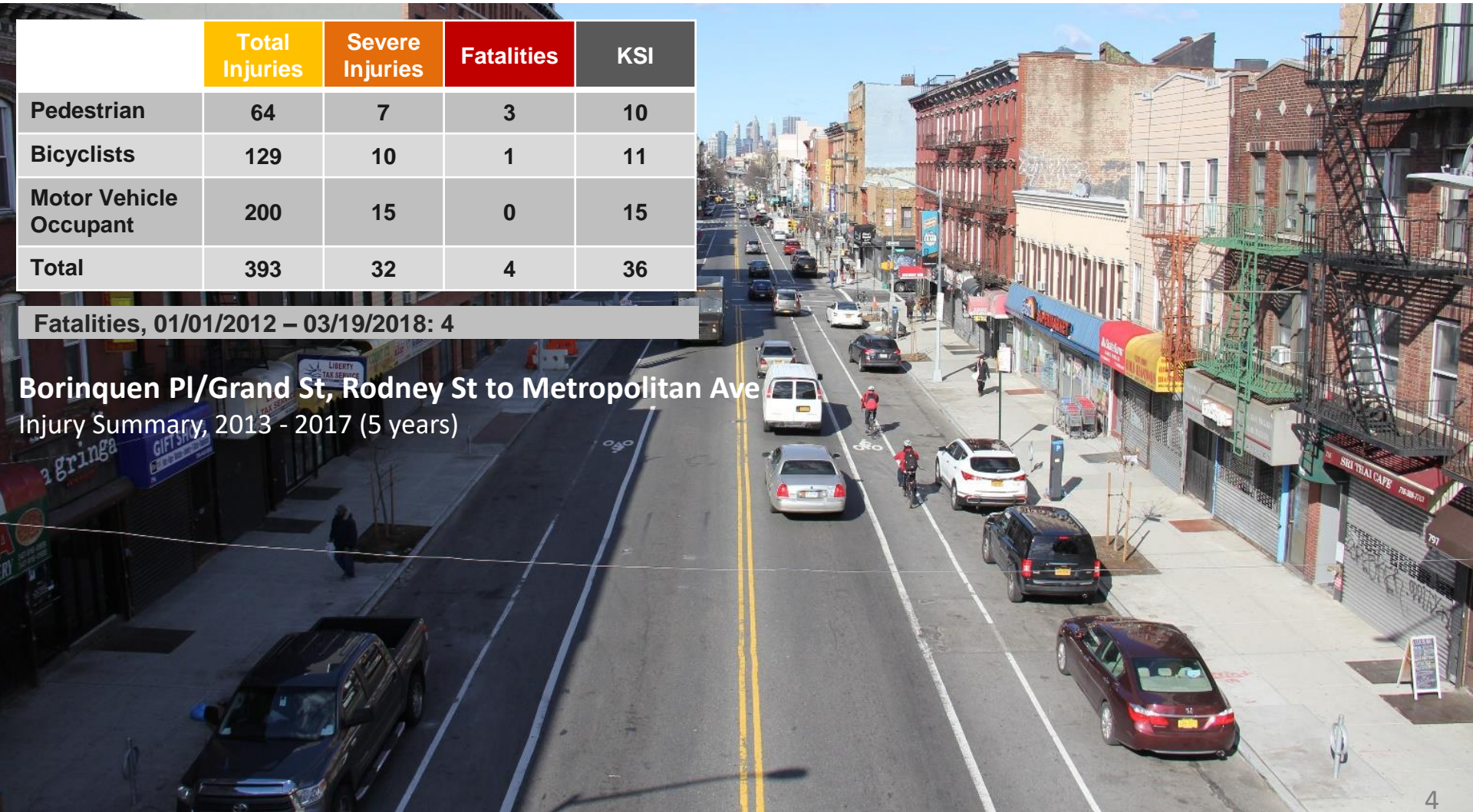
Safety Statistics

Borinquen PI/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

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	64	7	3	10
Bicyclists	129	10	1	11
Motor Vehicle Occupant	200	15	0	15
Total	393	32	4	36

Fatalities, 01/01/2012 – 03/19/2018: 4

Borinquen PI/Grand St, Rodney St to Metropolitan Ave
Injury Summary, 2013 - 2017 (5 years)



Grand St

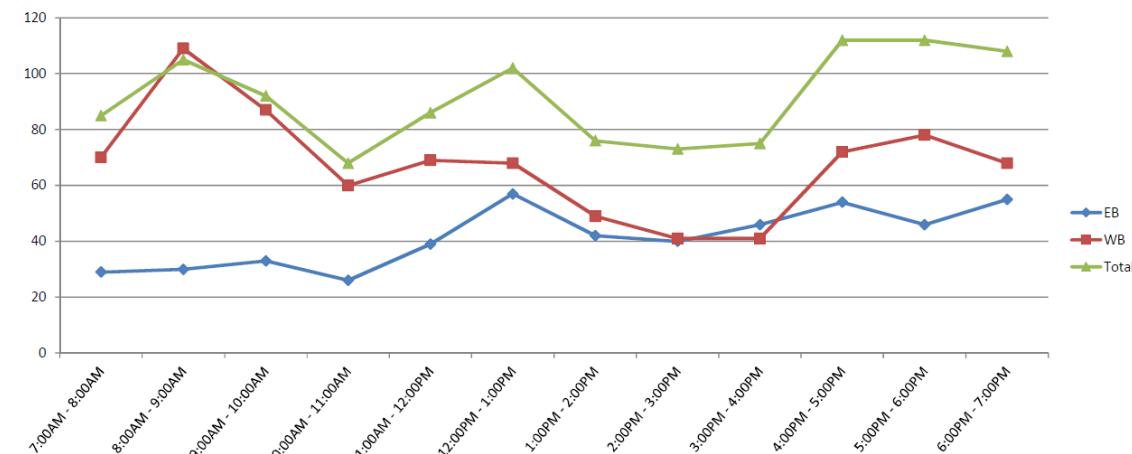
Analysis

High Bicycle Ridership

- On a typical a 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)

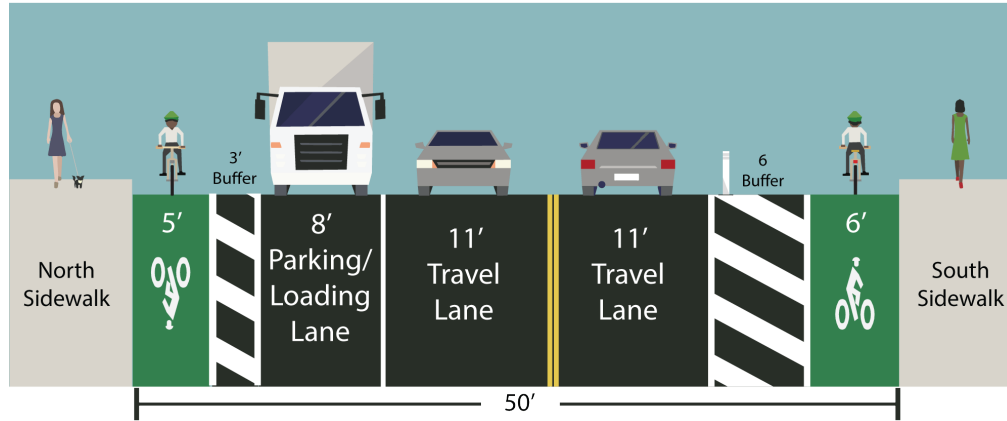


Weekday Counts – Sept 2018

Grand St

Project Route and Design

Typical design, Grand St



Bike lane separated with flexible delineators on the south side and parking on the north side



Grand St (Bushwick Ave – Humboldt St)



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

Grand St

Design Updates – Union Ave to Waterbury St

- **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

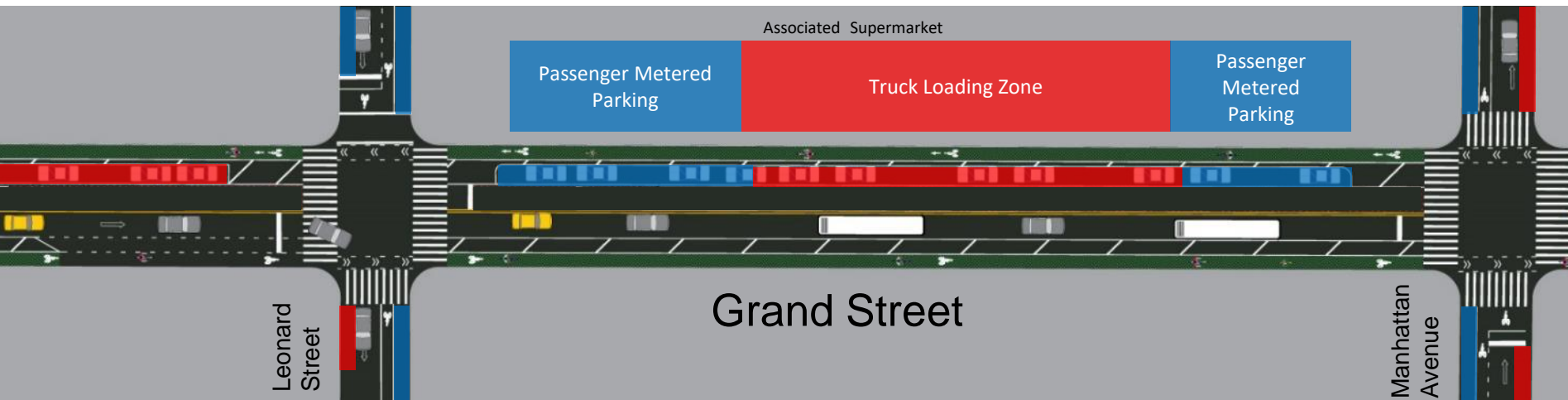


Grand St

Making It Work

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

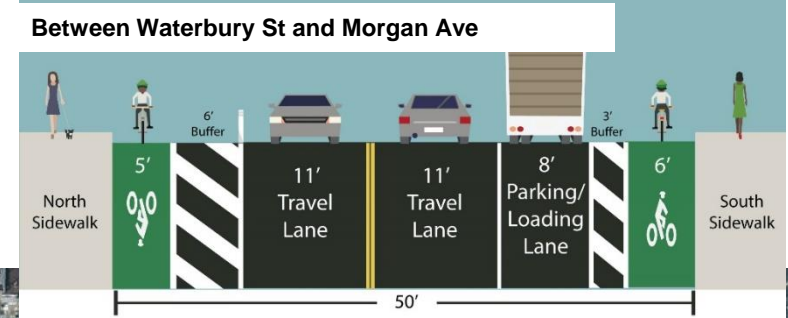
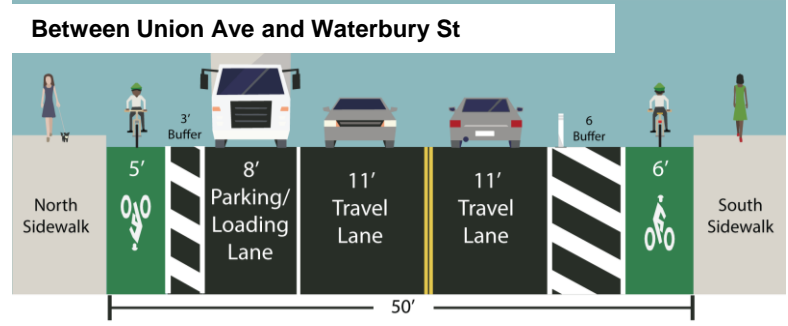


Example siting of loading zones
Siting of loading zones are done on a block-by-block basis

Grand St

Design Updates – Waterbury St to Morgan Ave

- **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?



NYC DOT



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