



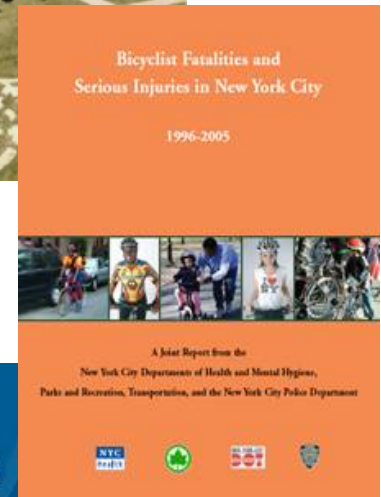
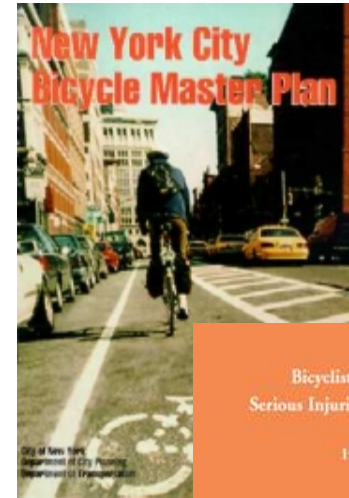
Pulaski Bridge Shared Path Improvement Project

Presentation to:
Brooklyn Community Board 1 &
Queens Community Board 2
May 27, 2009



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



Links in the Network

- 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



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 high-light narrow sections

Photomontage of Proposed Improvements



Samples of proposed gap warning signs





End of Presentation

- More information on this and recent projects is available at nyc.gov/dot