Bond Street Bicycle Route
Legend
- Proposed Route
- Bicycle Path
- Bicycle Lane
- Shared Lane

Existing one block north - bound shared bicycle lane
## Bicycle Volumes

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

<table>
<thead>
<tr>
<th>Bicycles</th>
<th>12 Hour Bicycle Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>395</td>
</tr>
<tr>
<td>Weekend</td>
<td>393</td>
</tr>
</tbody>
</table>

Source: TRIP Data - Bicycles, November 2013
## Mode Split

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

<table>
<thead>
<tr>
<th>Mode</th>
<th>AM Peak Hour (8am – 9am) Volume</th>
<th>PM Peak Hour (5pm – 6pm) Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycles</td>
<td>37</td>
<td>45</td>
</tr>
<tr>
<td>Vehicles</td>
<td>430</td>
<td>228</td>
</tr>
</tbody>
</table>

### Percentage Distribution

- **AM PEAK**
  - Bicycles: 8%
  - Vehicles: 92%

- **PM PEAK**
  - Bicycles: 16%
  - Vehicles: 84%

Source: TRIP Data - Vehicles, September 2013  Bicycles, November 2013
Existing – 3 St to Douglass St
Bond Street: Between 3 St & Douglass St

**EXISTING**

- East Sidewalk
- Combined Moving/Parking Lane
- West Sidewalk

**PROPOSED**

- East Sidewalk
- 18’ Shared Lane
- 8’ Parking Lane
- West Sidewalk
Existing – Douglass St to Wyckoff St
Bond St: Between Douglass St and Wyckoff St

**EXISTING**

- East Sidewalk
- Combined Moving/Parking Lane (37-38’)
- West Sidewalk

**PROPOSED**

- East Sidewalk
- 9-10’ Parking Lane
- 10’ Moving Lane
- 5’
- 13’ Parking Lane
- West Sidewalk
Proposed Design - Douglass St to Wyckoff St
Existing – Wyckoff St to Schermerhorn St
Bond St: Between Wyckoff St and Schermerhorn St

**EXISTING**

- East Sidewalk
- Combined Moving/Parking Lane
- West Sidewalk

**PROPOSED**

- East Sidewalk
- Combined Parking/Shared Lane
- West Sidewalk
Proposed – Wyckoff St to Schermerhorn St
Benefits of Proposed Design

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