

# 9<sup>th</sup> Street Safety & Bicycle Project

## Park Slope, Brooklyn



Division of Street Management & Safety  
Traffic Operations Bureau  
Presentation to CB 6, Brooklyn  
March, 2007

# DOT 3-Year Bicycle Network Expansion Plan

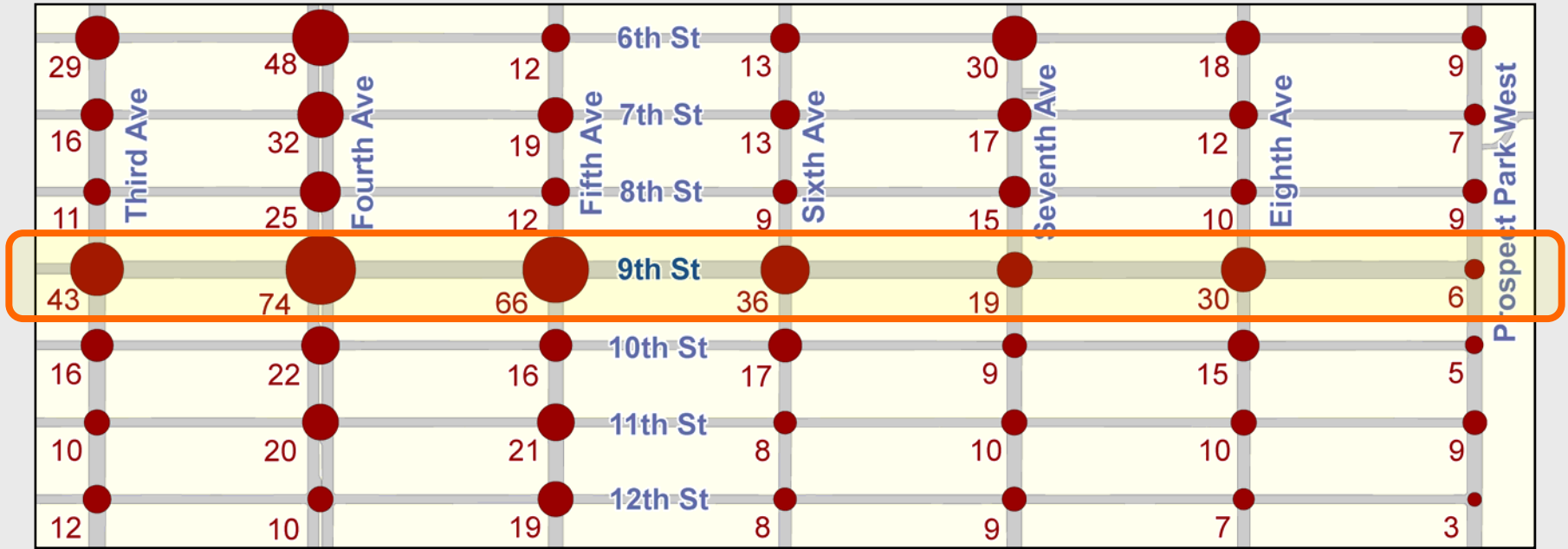
---

- 200 mile expansion of on-street network
- Targeted to:
  - Increase connectivity
  - Areas with high demand
  - Citywide backbone of routes

# 9th Street: Bicycle Network Link



# Corridor Crashes



## 2004-2006 Crashes

Injured:	3rd Ave		4th Ave		5th Ave		6th Ave		7th Ave		8th Ave		PPW	
Pedestrian	6	14%	9	12%	14	21%	5	14%	3	16%	7	23%	1	17%
Bicyclist	3	7%	2	3%	3	5%	3	8%	1	5%	1	3%	0	0%
Passenger	6	14%	13	18%	3	5%	8	22%	3	16%	10	33%	0	0%
No Injury	29	67%	50	68%	46	70%	20	56%	12	63%	12	40%	5	83%
Total Crashes	43		74		66		36		19		30		6	

# Primary 9<sup>th</sup> Street Issues

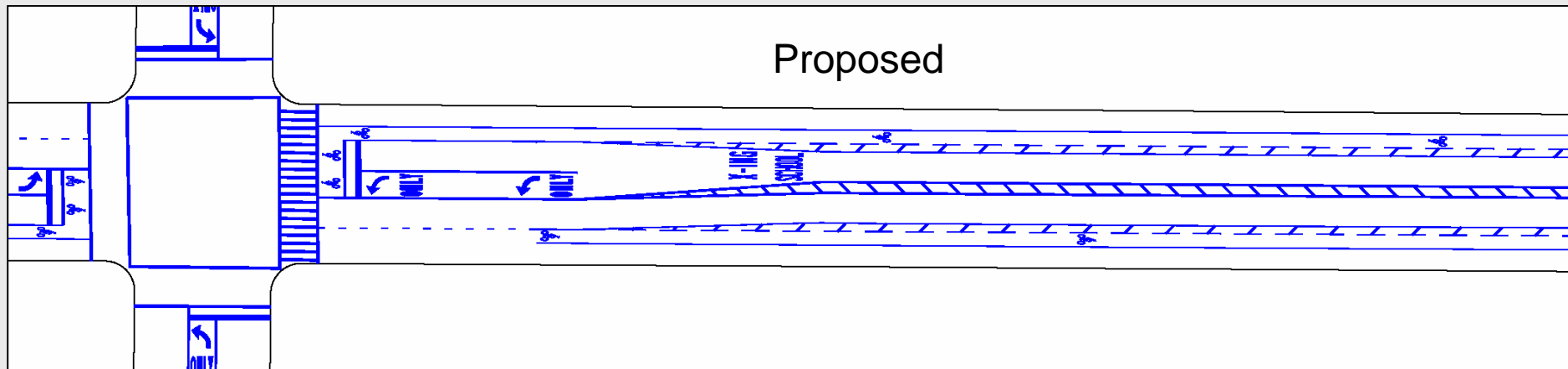
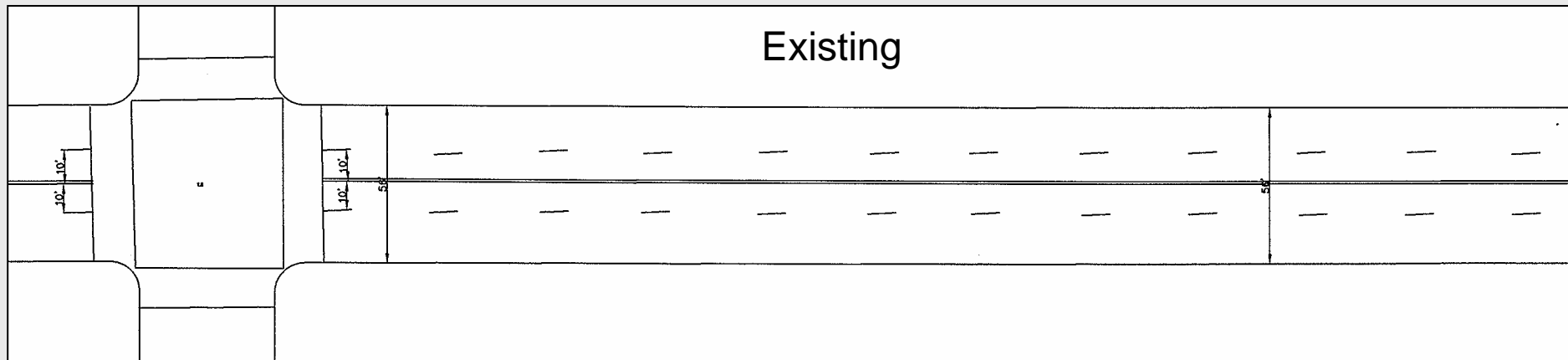
---

1. Uncomfortable Cycling Route
2. Pedestrian Safety Concerns
3. High Speeds
4. Interrupted Thru Movements
5. Challenging Left Turns

**Project Goal:** A Safer and More Comfortable 9th Street Corridor for ALL Street Users

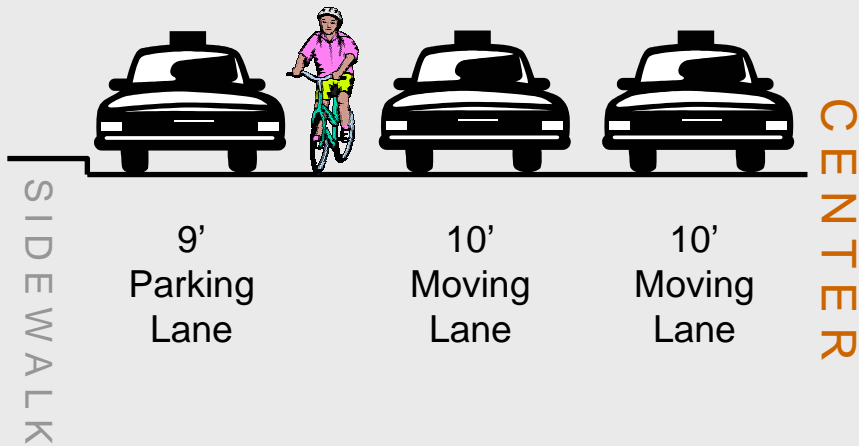
# Proposal Summary

- 4 Lane to 3 Lane “Road Diet”
  - Left Turn Bays
  - Bike Lanes
- Carries existing 3 lane configuration at 4<sup>th</sup> Ave to Prospect Park
- Fast Implementation: July 2007



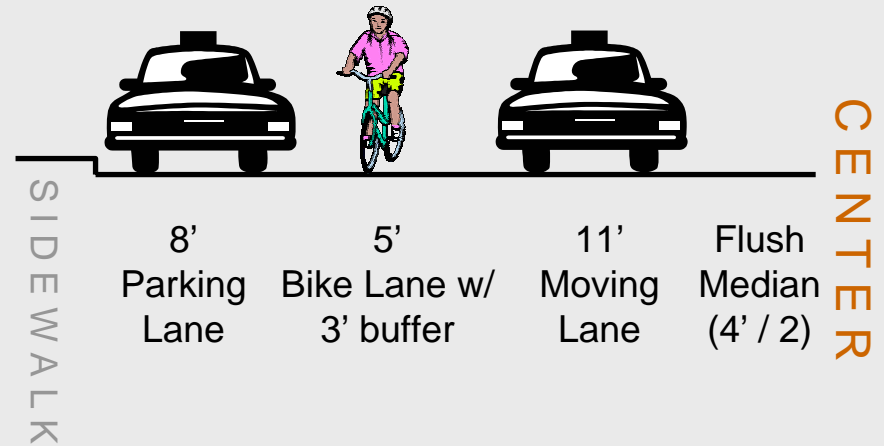
# Issue 1: Uncomfortable Cycling Environment

- Cyclist squeezes b/w moving lane and parked cars, or
- “Takes” moving lane



**Existing Condition**

- Cyclist separated from travel lanes

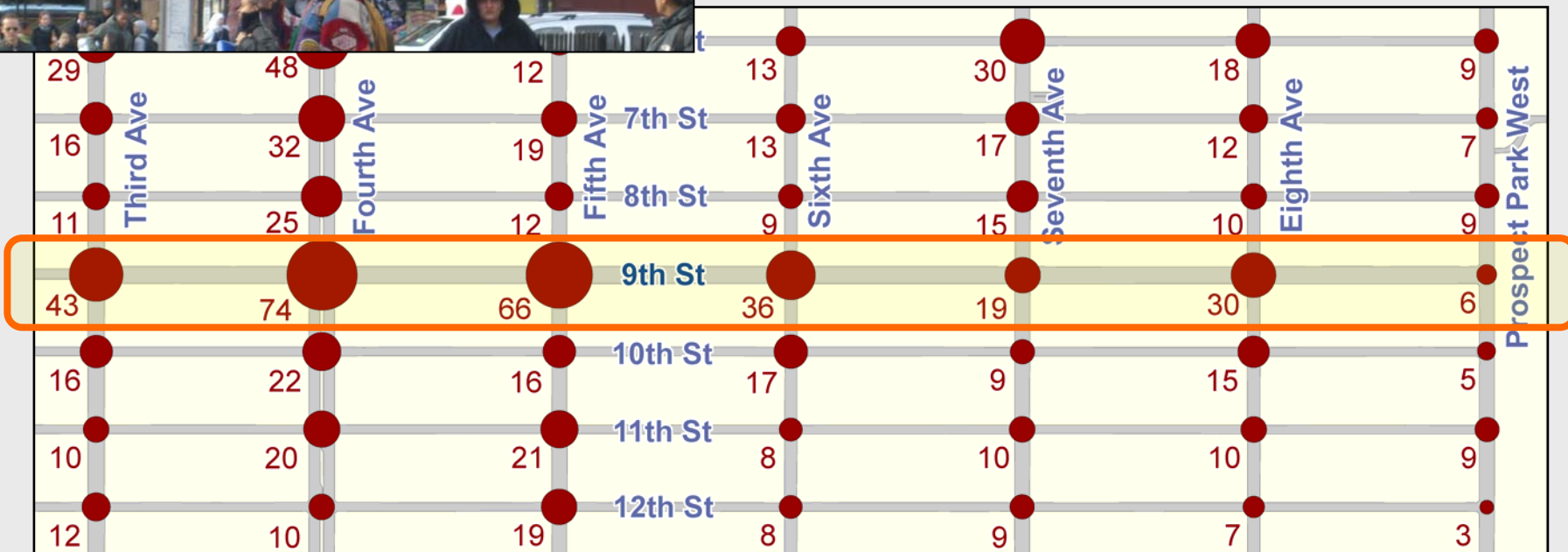


**Proposed Condition**

# Issue 2: Pedestrian Safety Concerns



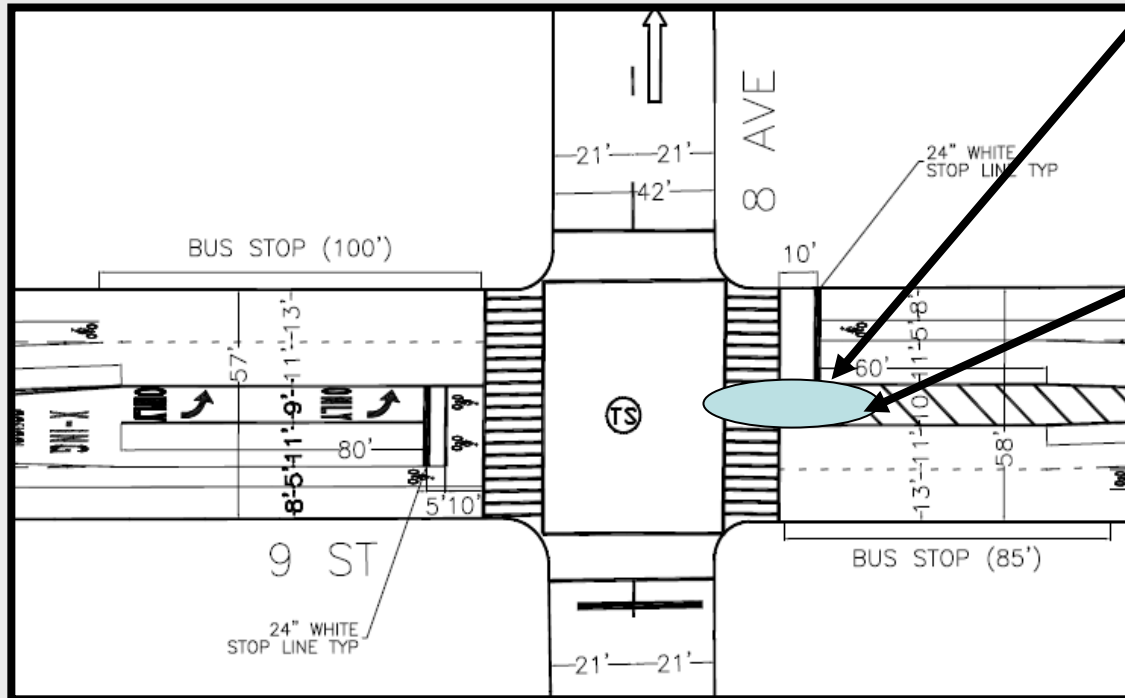
- 3rd & 9th Fatality
- Dizzy's Crash (8th Ave)
- CB 6 Complaints





# Issue 2: Pedestrian Safety Concerns

- Lane Assignments, Speed Reduction & Simplified Operations
- Potential Refuge Islands at Crossings with One Way Avenues

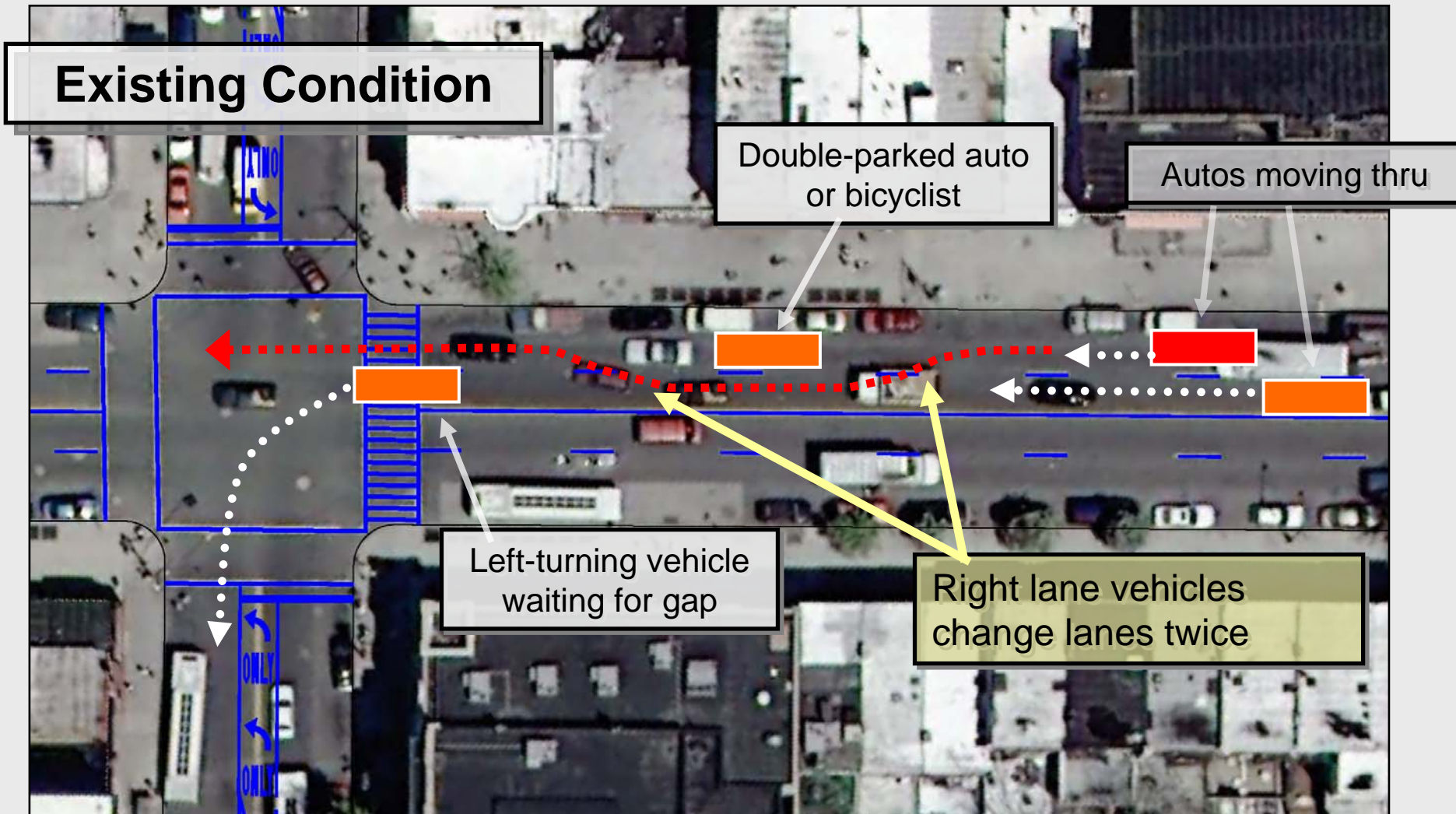


# Issue 3: Speeds

- Excess Capacity
  - Atlantic Ave (at Clinton): 26,000 vehicles per day (vpd)
  - Vanderbilt Ave (at Atlantic): 19,000 vpd
  - 9<sup>th</sup> St (at 6<sup>th</sup> Ave): 11,500 vpd
- Thru Lane Removal
  - 1 Lane: lead vehicle sets pace
  - Successful “4 to 3” reductions:
    - Vanderbilt Ave
    - Gerritsen Ave



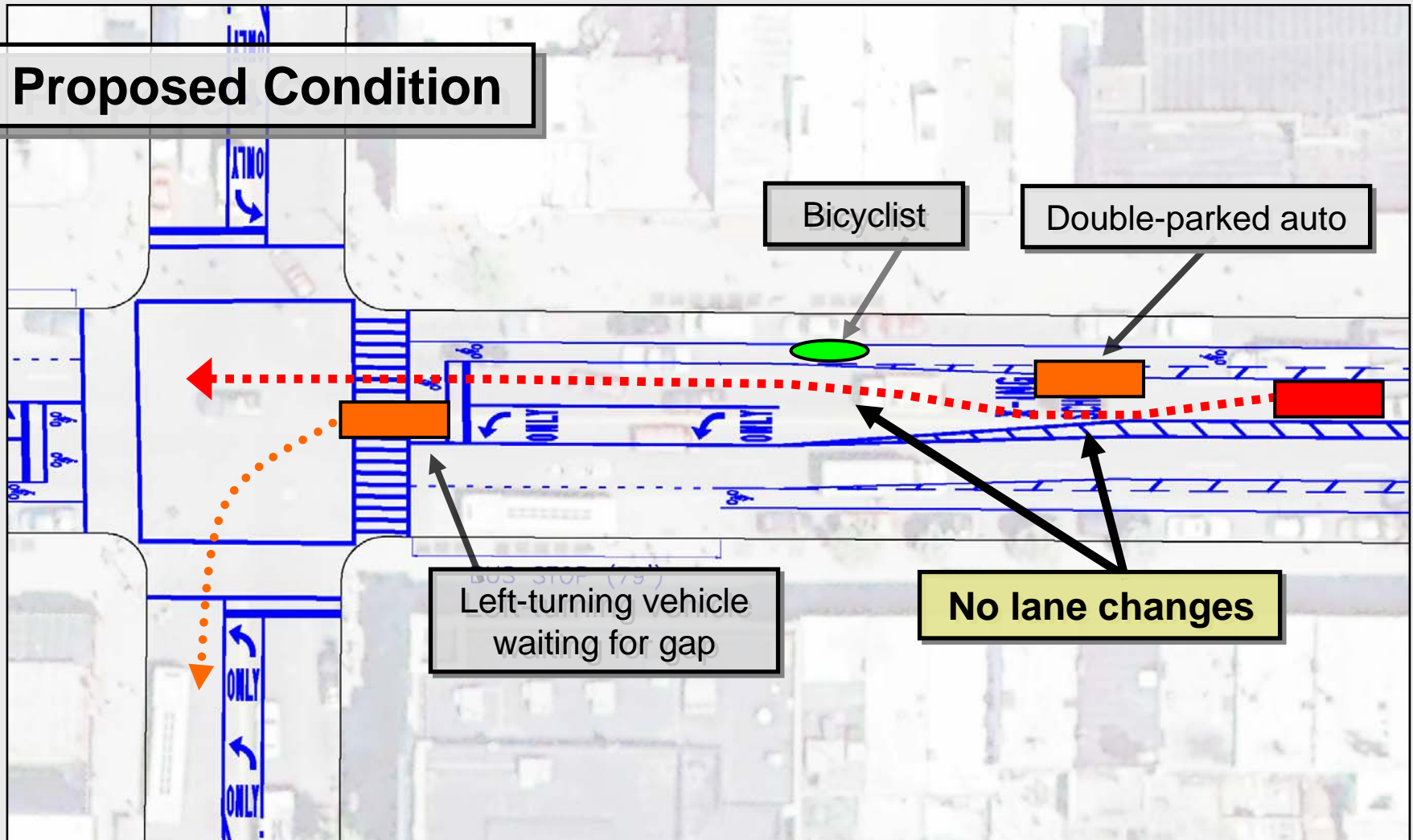
# Issue 4: Interrupted Thru Movement



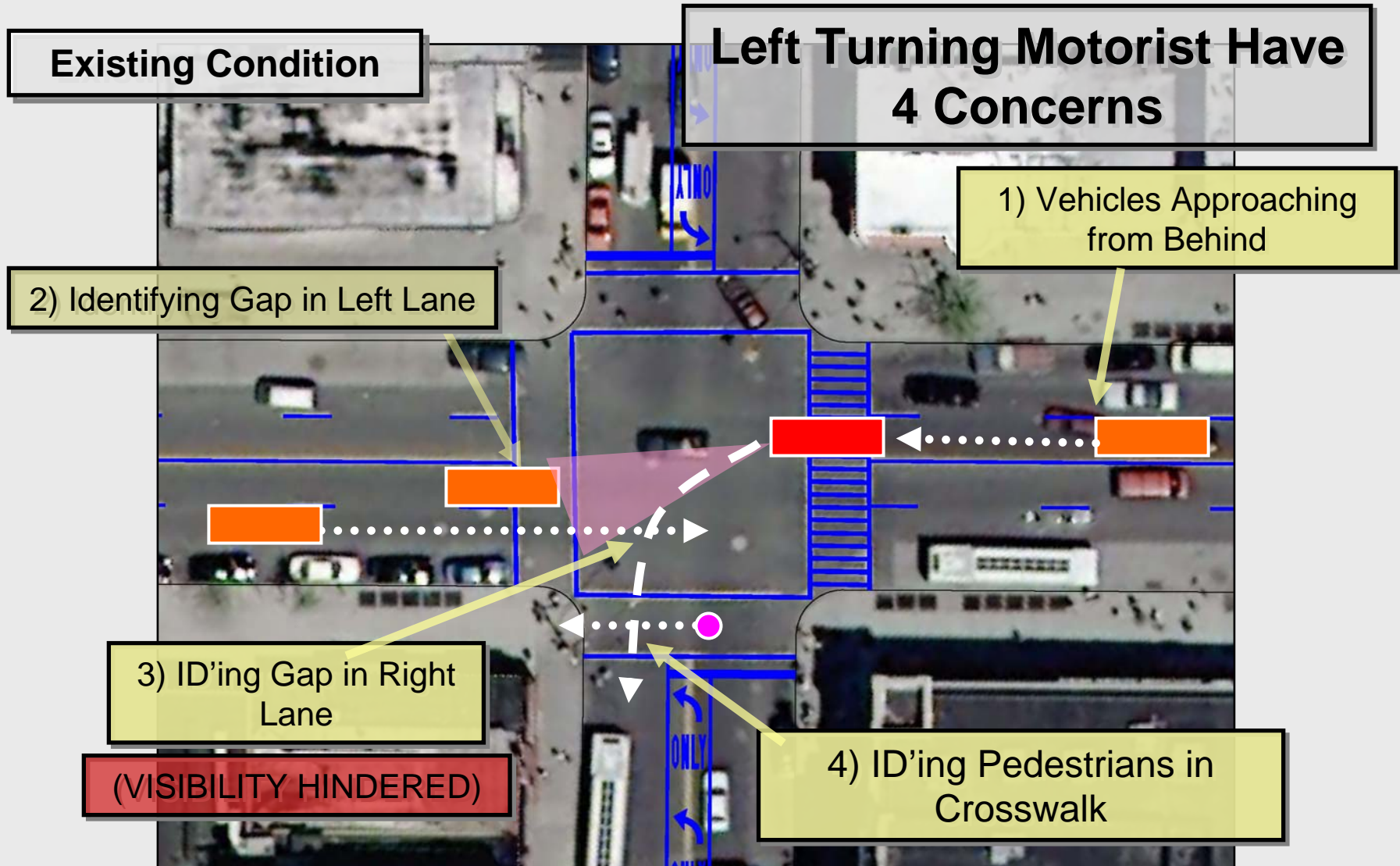


# Issue 4: Interrupted Thru Movement

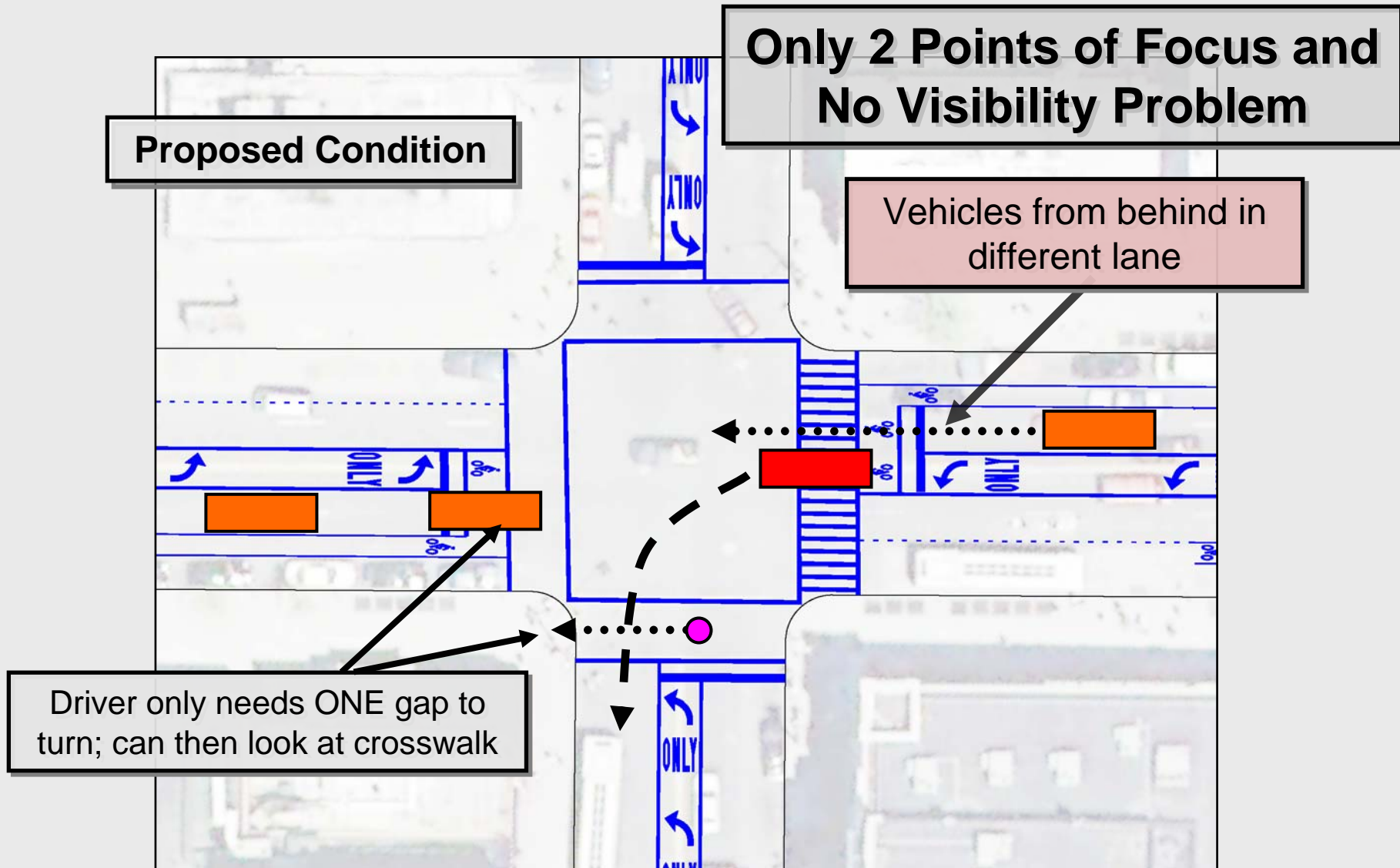
## Proposed Condition



# Issue 5: Challenging Left Turns



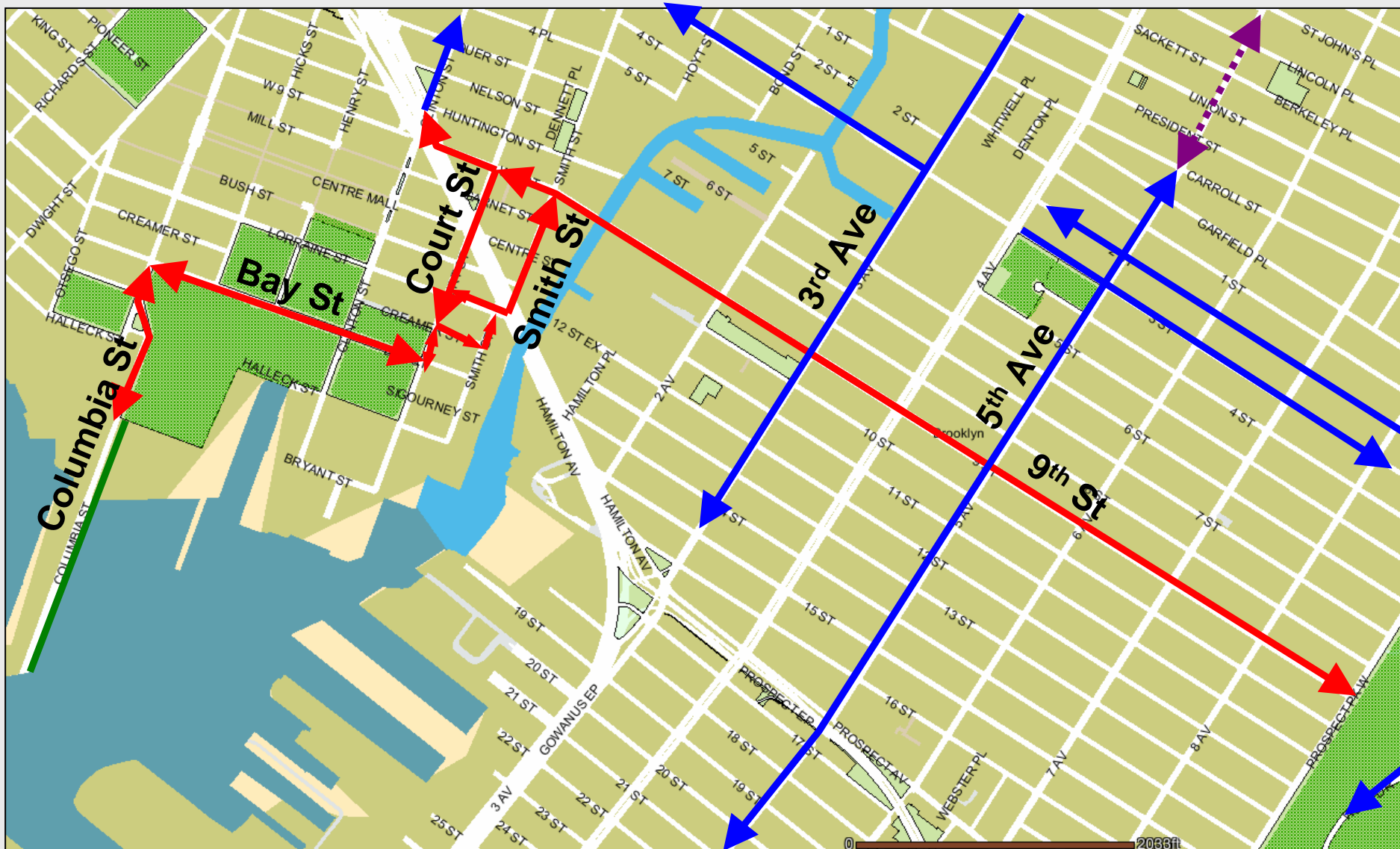
# Issue 5: Challenging Left Turns



# Bicycle Network Benefits



# Implemented with Brooklyn Waterfront Greenway Connection to Columbia Street Promenade





# Summary

---

## **Project Goal**: A Safer and More Comfortable 9th Street Corridor for ALL Street Users

- Cyclists –
  - Dramatically improved experience
  - Connections to major attractors
- Pedestrians –
  - More Comfortable and Safe with Potential for Capital Improvements
- Motorists –
  - Simplified and Safer Operations
  - Center median reduces head on crash risk
- New Street in July
  - “Operational” Design Allows for Rapid Implementation

End of Presentation