

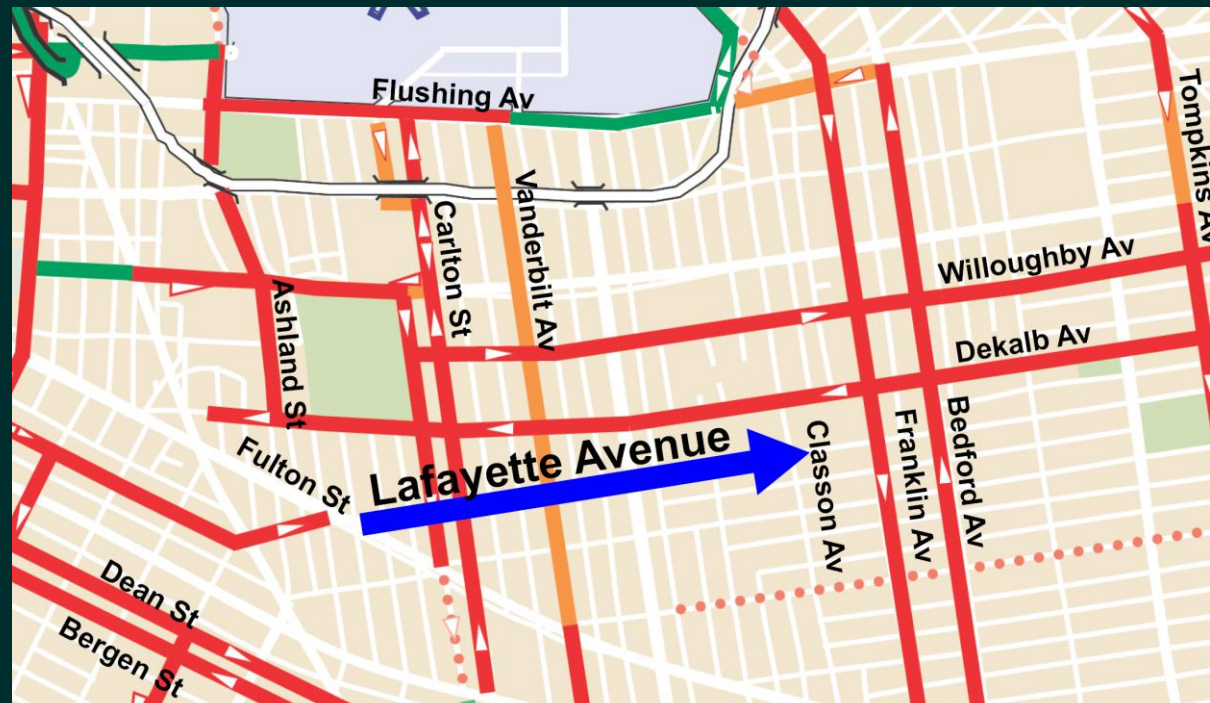
Lafayette Avenue Bicycle Route and Traffic Calming

Fulton Street to Classon Avenue



Project Background

- CB 2 requested a study of an extension of the existing Lafayette Ave bicycle lane from Fulton St to Carlton Ave
- Important connections from Downtown Brooklyn to neighborhoods to the east
- Heavy bus ridership: B38 is 23rd busiest line in city
- New bus bulb @ S. Portland Ave prevents lane removal



Crash Data and Speeding Issues

Lafayette Avenue Crash History Fulton Street - Classon Avenue (2006-2010)

Type of Injury	Total Injuries	Average Injury/Year	Average Injury/Mile/Year	Serious Injury/Mile/Year
Pedestrian	22	4.4	5.1	0.3
Bicyclist	14	2.8	3.2	0.2
Motor Vehicle Occupant	174	34.8	40.4	0.9
Total Injuries	210	42	48.8	0.8

Source: NYS DMV, 2005-2010

- Over 1 in 3 vehicles exceed 30 mph speed limit (2010)
 - 39% of vehicles speed
- Major factor in pedestrian injuries is speeding

Existing Conditions



- 769 vehicles per hour during peak; lane removal not an option
- 489 cyclists per day on weekday; 769 per day on weekend with no bicycle facilities
- Traffic signals timed to 25 mph



Existing
Conditions -
Lafayette Ave

Facing west btw. Washington
Ave. and St. James Pl.



Facing west btw. Cumberland Ave. and Carlton Ave.

Signal Retiming

- Proposal reduces signal timing from 25mph to 20mph
- Maintains existing vehicle throughput
- More pedestrian friendly
- Reduces speed differential between motor vehicles and cyclists in shared lane



Project Summary

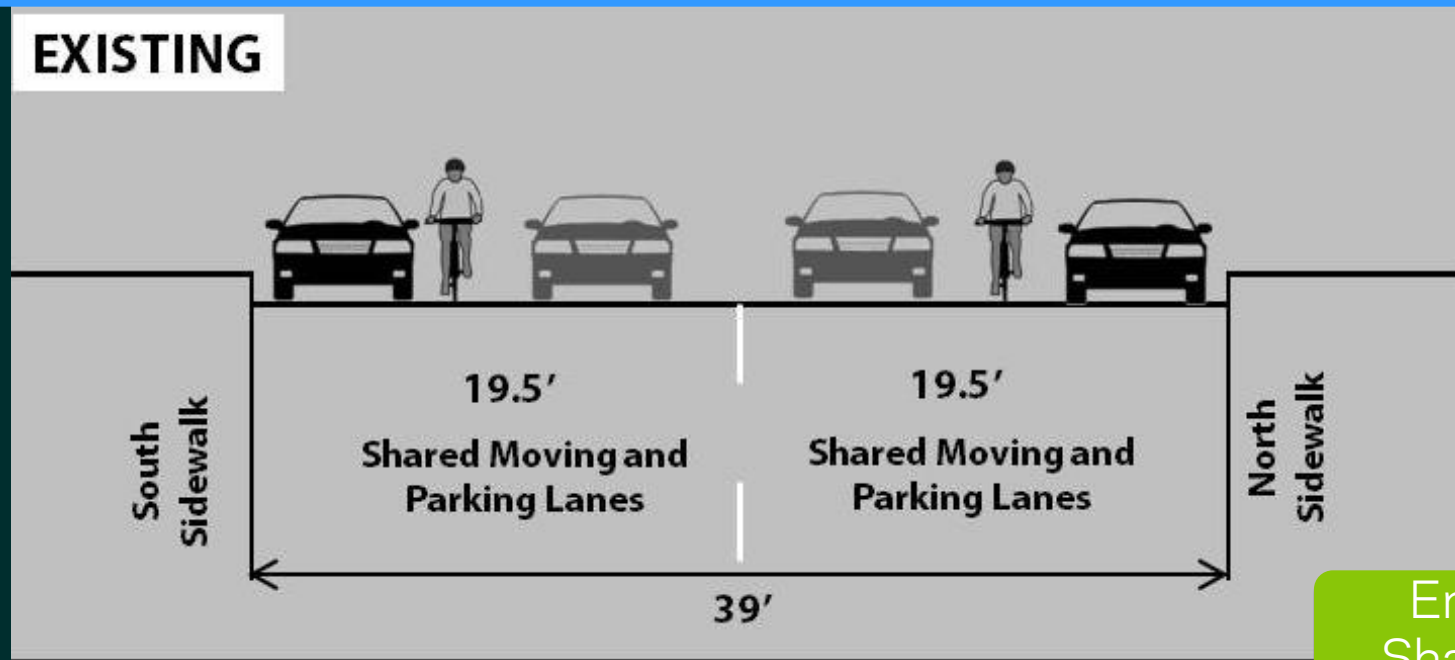


- Provides bicycle access and organizes traffic
- Installs shared lane
- Re-times traffic signals to 20 mph
- Calms vehicular traffic
- Maintains vehicle mobility
- Improves safety for all roadway users



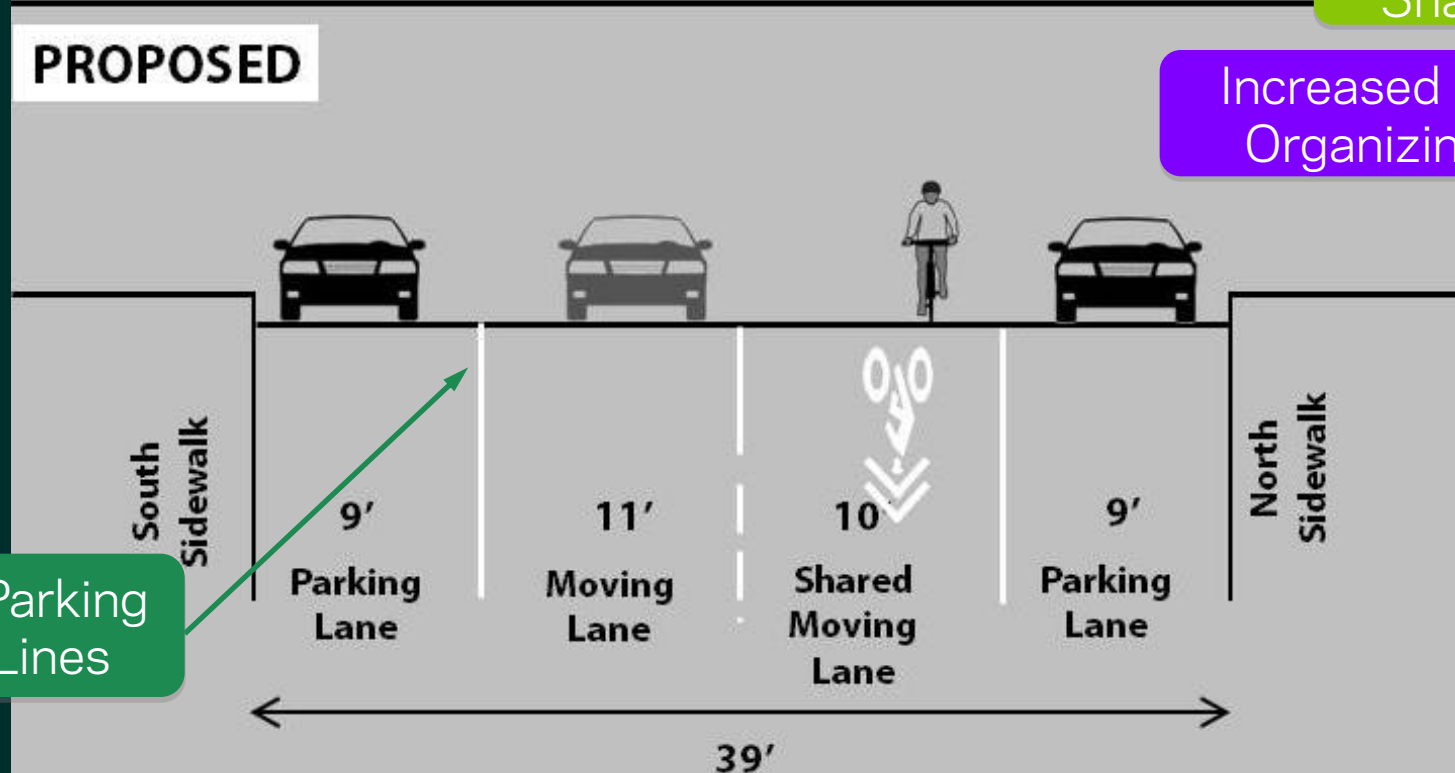
Proposed Configuration - Fulton St to Classon Ave

EXISTING



Enhanced Shared Lane

PROPOSED



Increased Safety by Organizing Street

Install Parking Lane Lines

Proposed Configuration



**Example of Proposed Design
1st Avenue, Manhattan**

Questions?

**Thank
You**