

# Brooklyn and Manhattan Bridges

## Brooklyn Side Bicycle Access Improvements

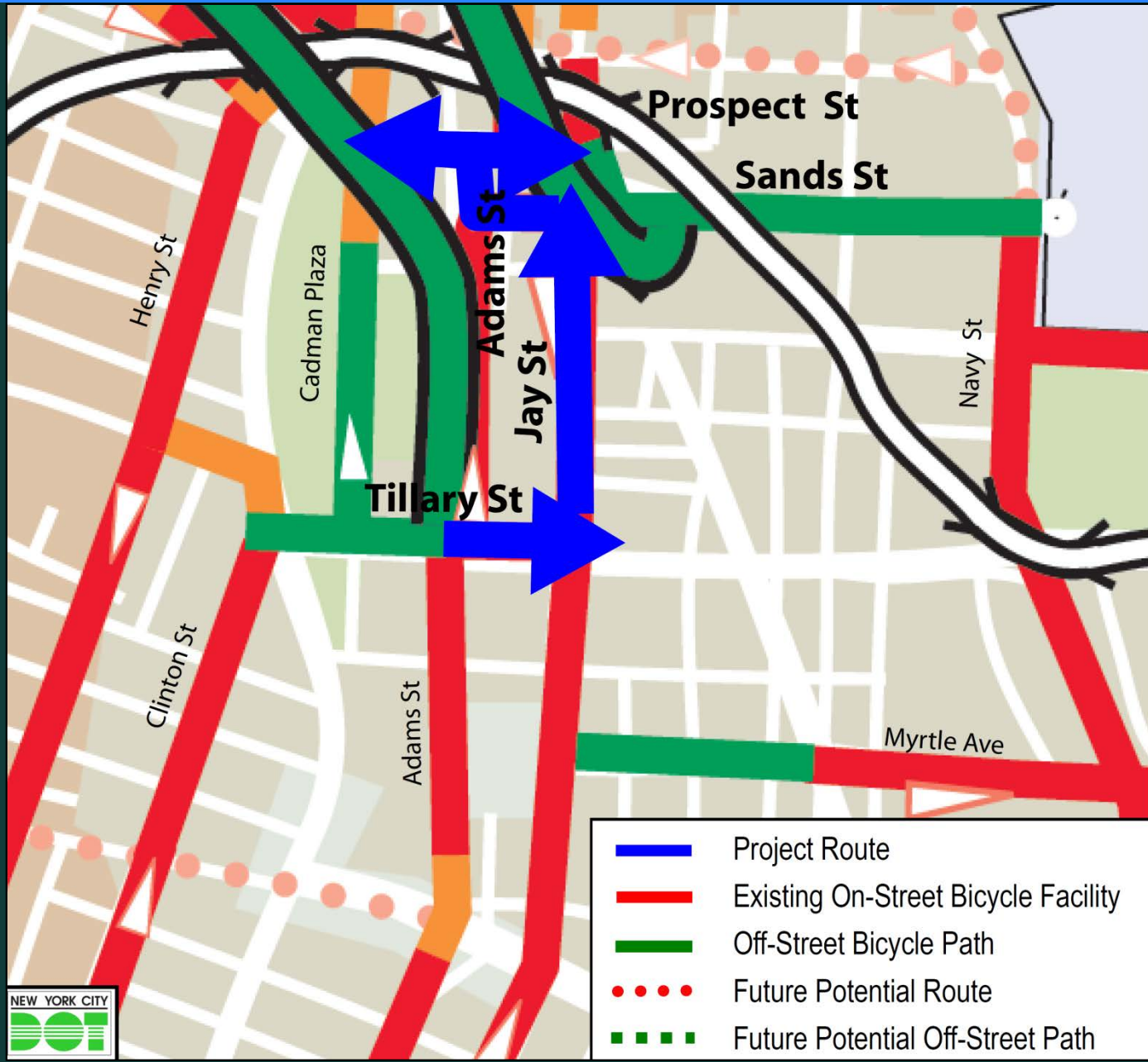


# Background

- Downtown Brooklyn has a robust bicycle network leading to the Brooklyn and Manhattan Bridges but important gaps remain
- 484 daily northbound cyclists use Jay Street en route to the Manhattan Bridge, but there is no northbound dedicated lane between Tillary Street and Sands Street
- 396 eastbound cyclists on weekdays and 694 cyclists on weekends use Tillary Street between Jay Street and Adams Street though there is only a westbound lane
- Bicyclists approaching the Brooklyn Bridge from Sands Street are directed to Jay Street and Tillary Street rather than the Washington Street stairs- increasing the route by 0.5 miles
- Tillary Street is a high crash corridor with KSI/Mile in the top third for Brooklyn



# Project Map



# Injury Summary

## **Tillary Street– Injury Summary 2006-2010** Between Adams Street and Jay Street

	Total Injuries	Severe Injuries	Killed/ Severely Injured
Pedestrian	24	3	4
Bicyclist	26	5	5
Motor Vehicle Occupant	214	7	7
Total	264	15	16

- **Corridor with 183.4 KSI per mile, ranking in the top 10% of Brooklyn corridors**
- **1 Pedestrian fatality in 2007**

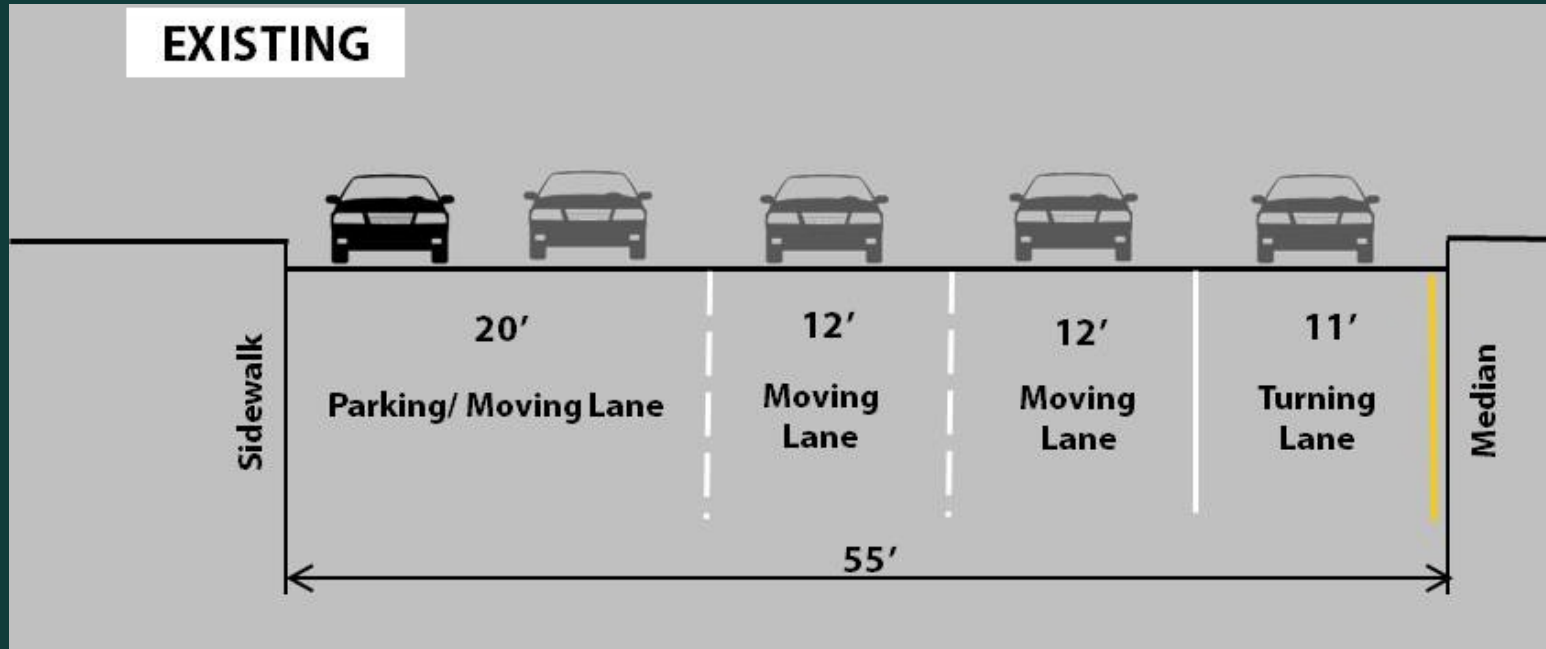
**Source:**

Injuries: NYS Dept. of Transportation, Fatalities: NYC Dept. of Transportation

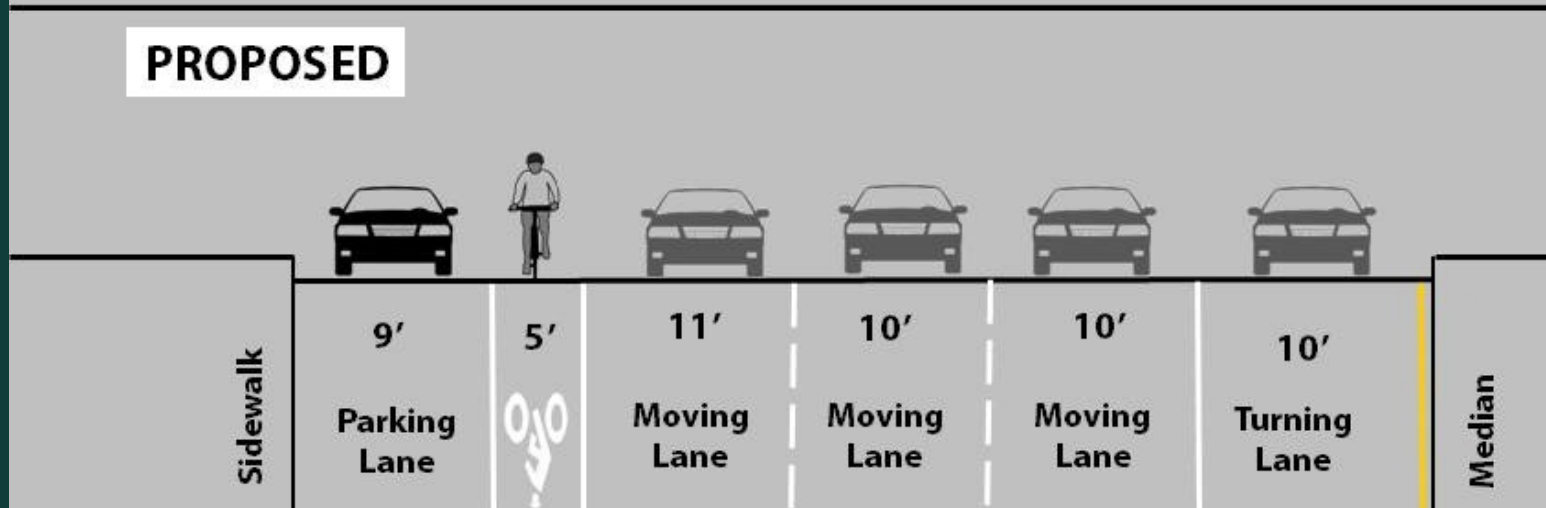
# Proposed Street Section

Tillary Street

## EXISTING



## PROPOSED





# Example of Proposed Bicycle Facility

Tillary Street

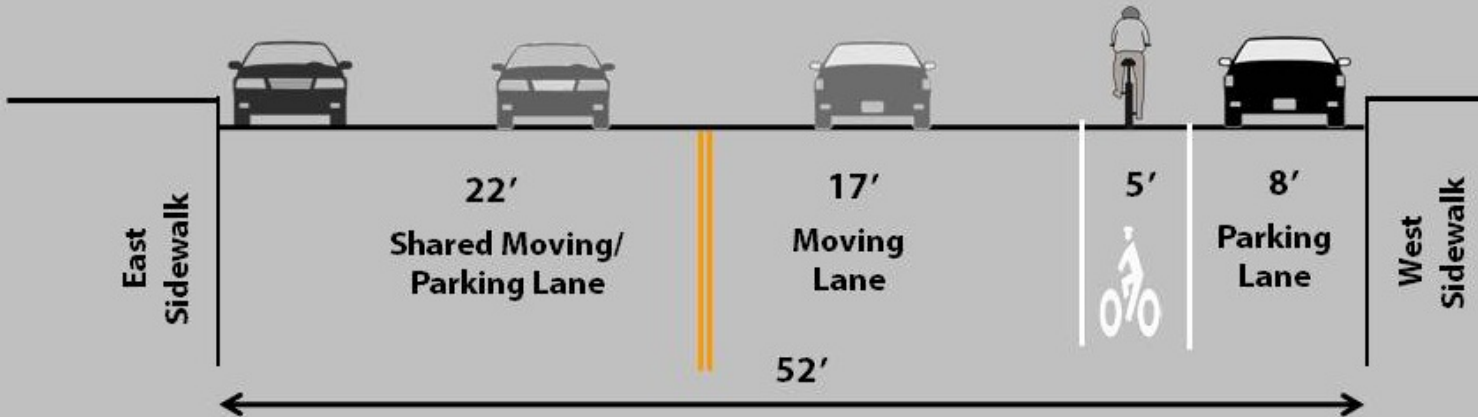


Bicycle Lane:  
Boerum Place, Brooklyn

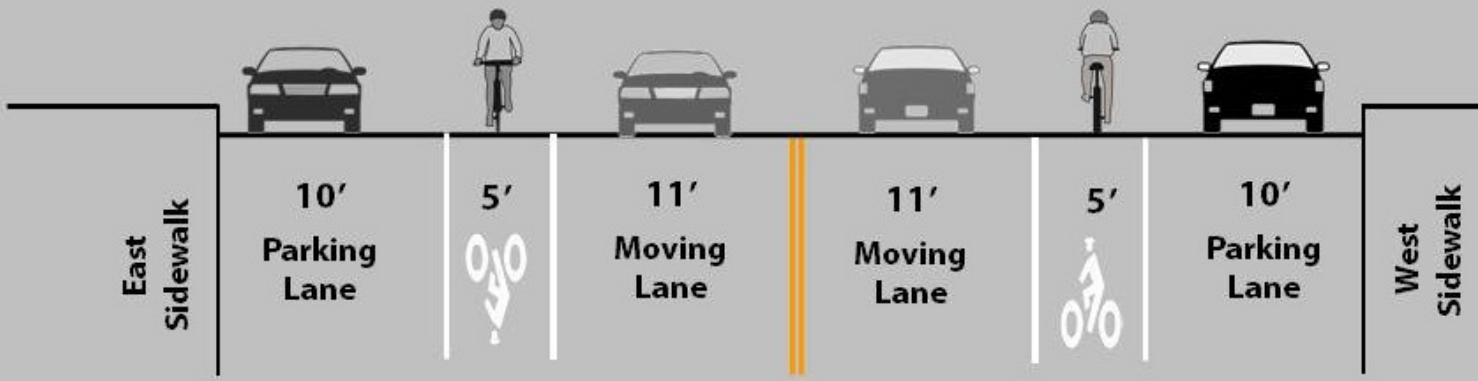
# Proposed Street Section

Jay Street near Tillary Street

## EXISTING



## PROPOSED





# Example of Proposed Bicycle Facility

Jay Street near Tillary Street



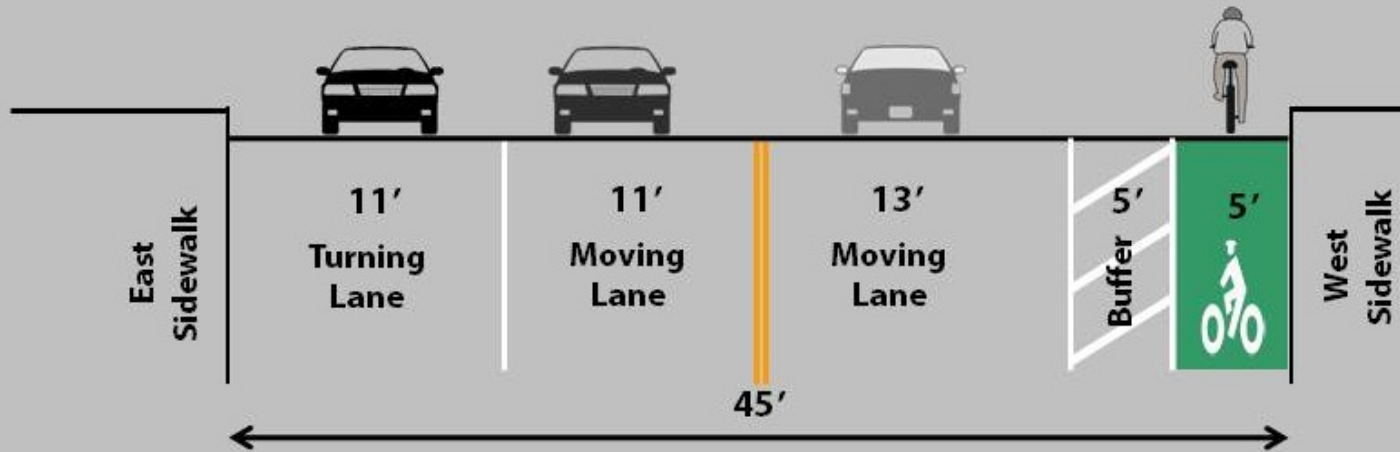
Bicycle Lane:  
Jay Street, Brooklyn



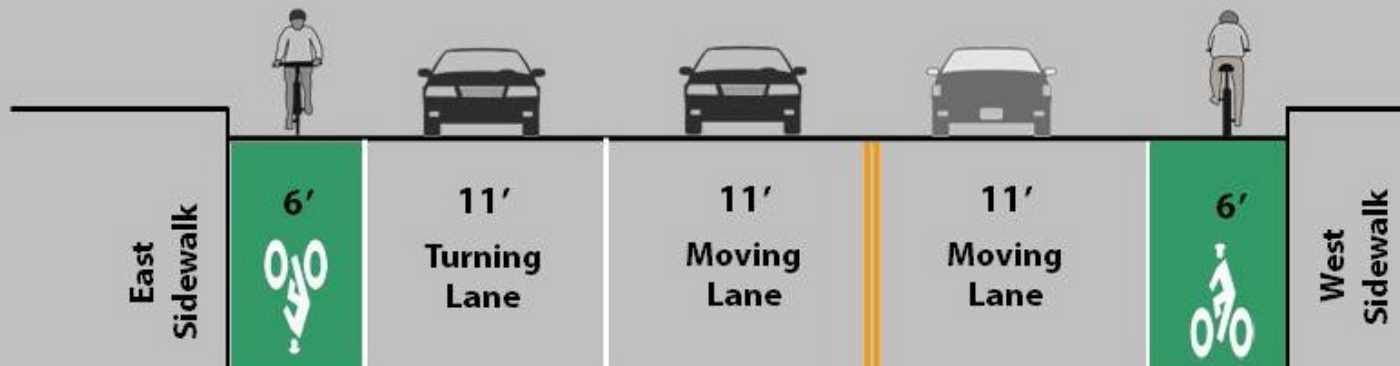
# Proposed Street Section

Jay Street near Sands Street

## EXISTING

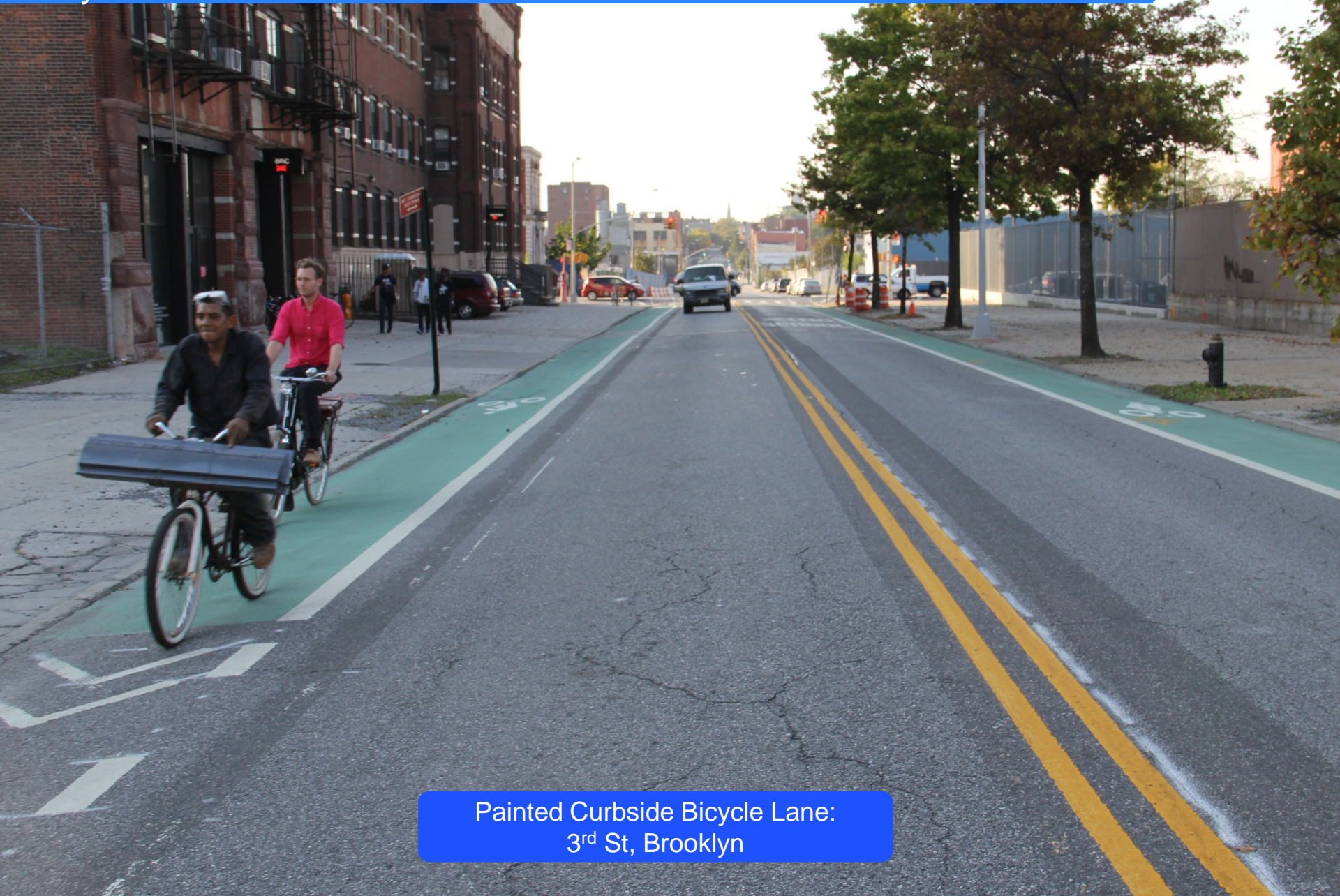


## PROPOSED



# Example of Proposed Bicycle Facility

Jay Street near Sands Street



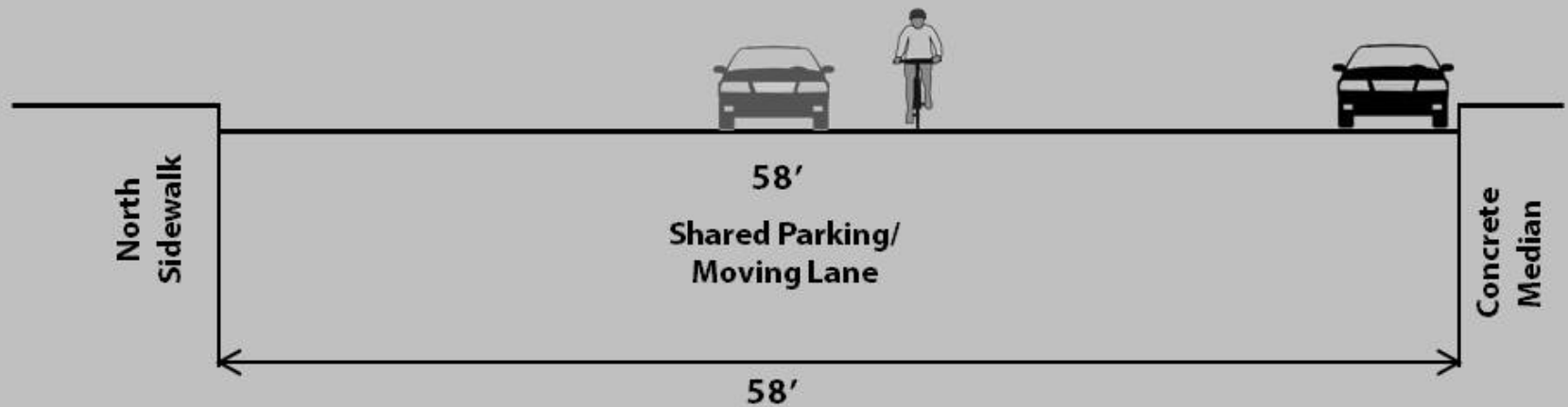
Painted Curbside Bicycle Lane:  
3<sup>rd</sup> St, Brooklyn



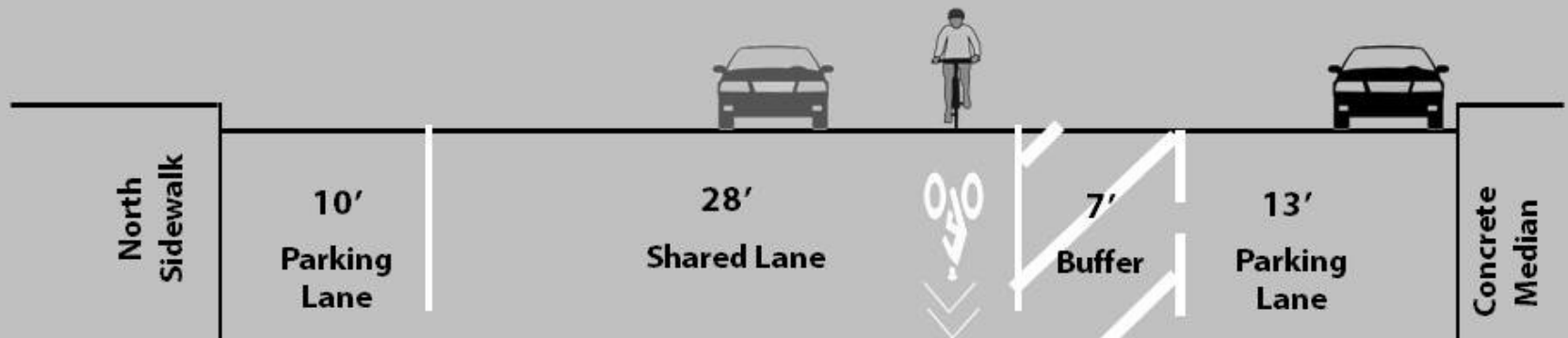
# Proposed Street Section

Sands Street near Pearl Street

## EXISTING

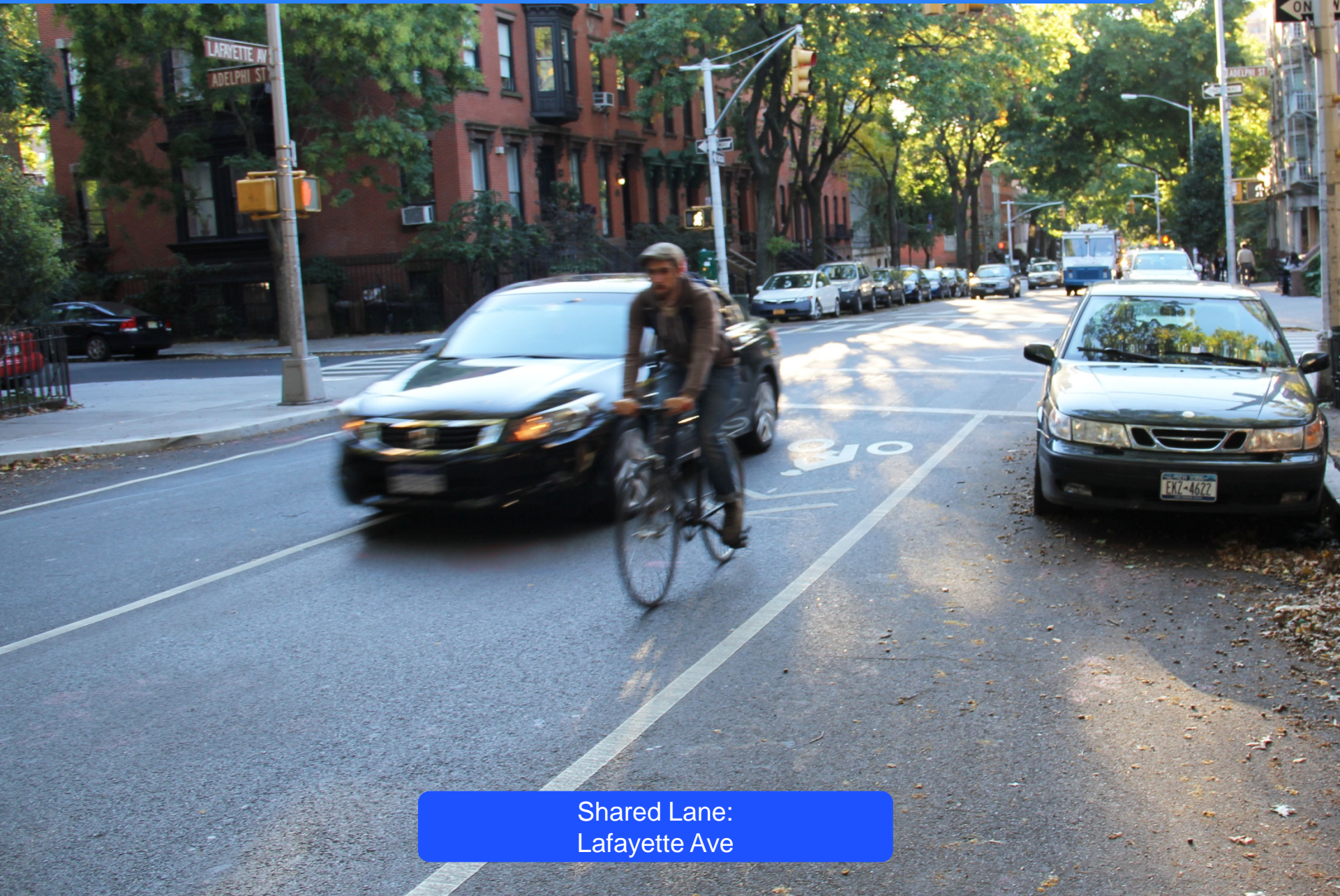


## PROPOSED



# Example of Proposed Bicycle Facility

Sands Street



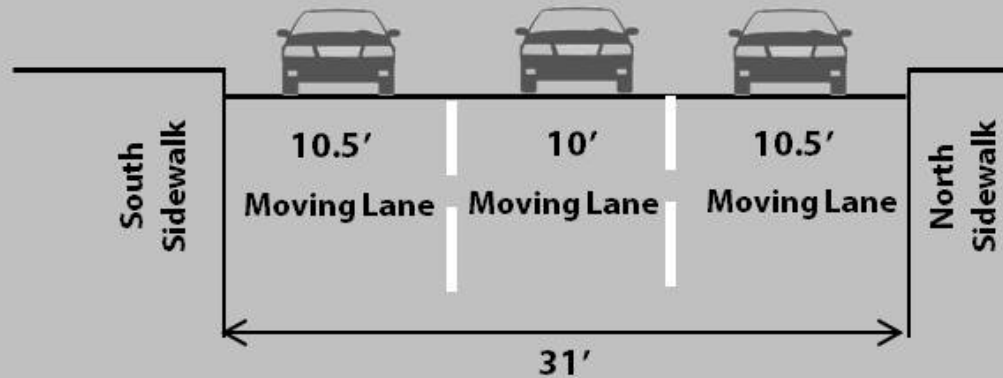
Shared Lane:  
Lafayette Ave



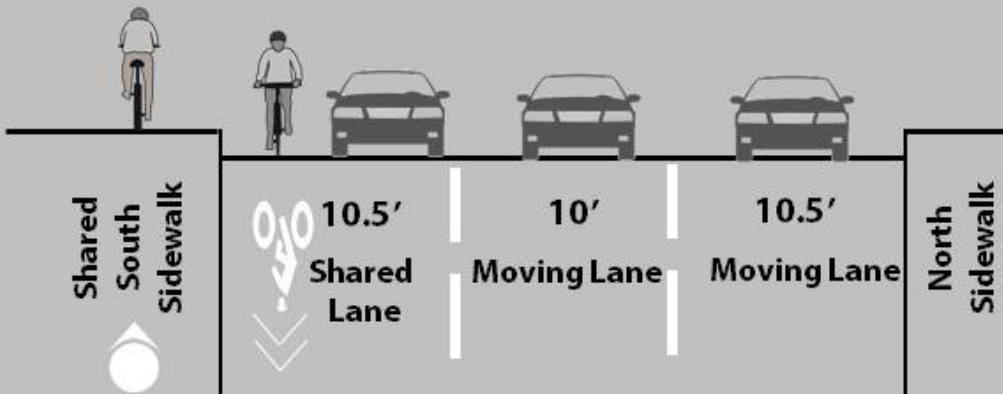
# Proposed Street Section

Prospect Street

## EXISTING

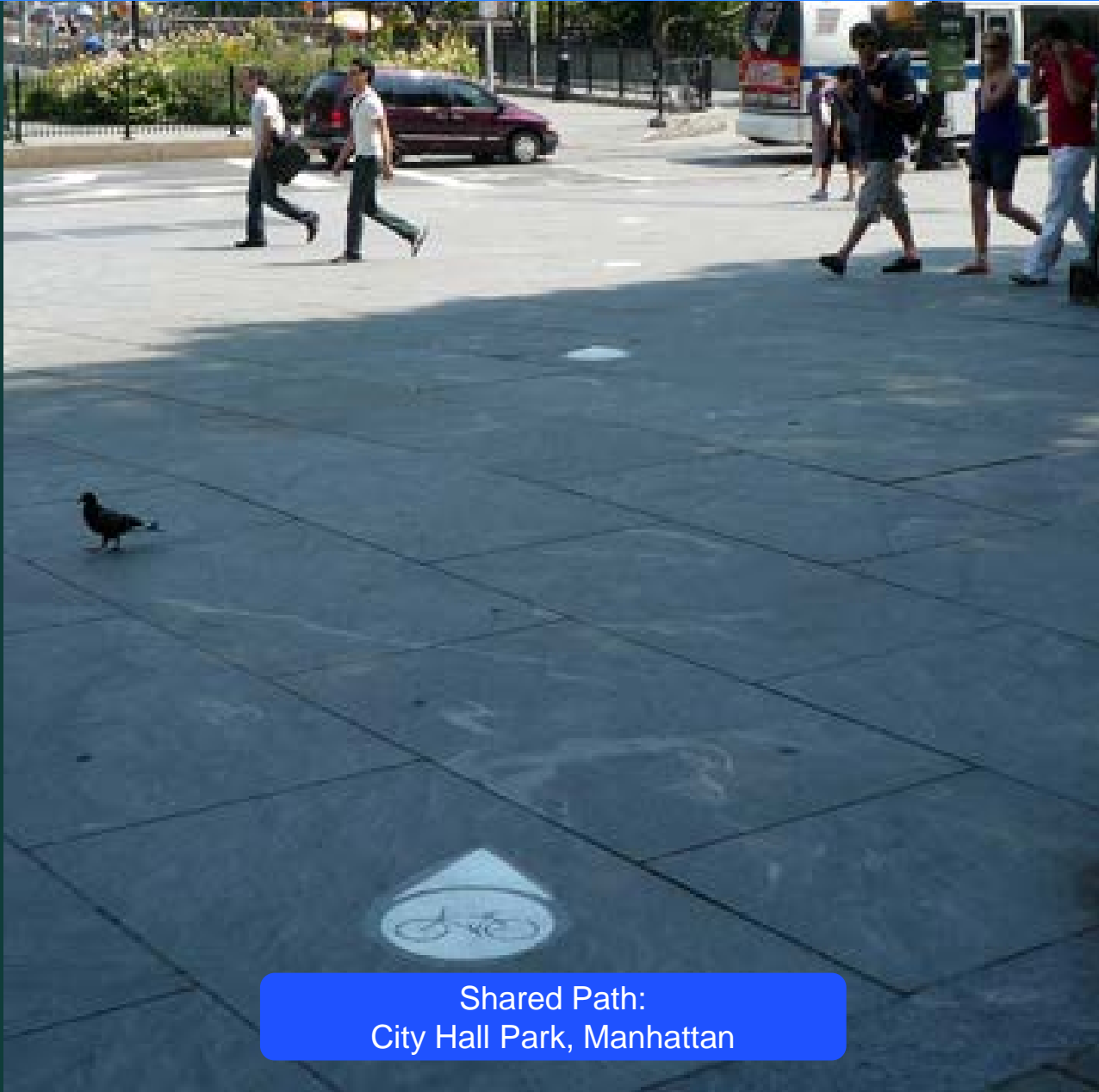


## PROPOSED



# Example of Proposed Bicycle Facility

Prospect Street



Shared Path:  
City Hall Park, Manhattan



# Proposal Benefits

- Increased safety for all roadway users
- Creates a more complete bicycle network by forming connections to other on-street and off-street bicycle facilities
- Calms traffic by narrowing travel lanes.

Questions?

Thank  
You