

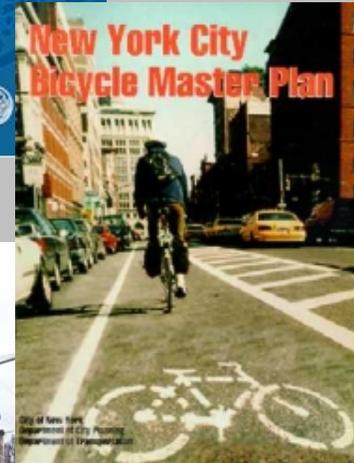
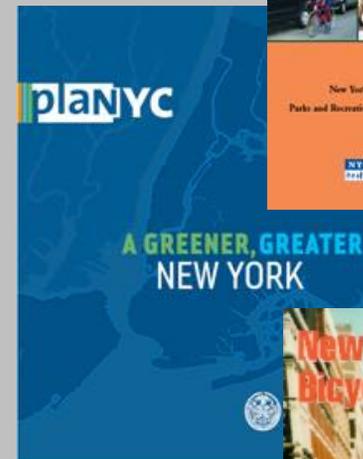
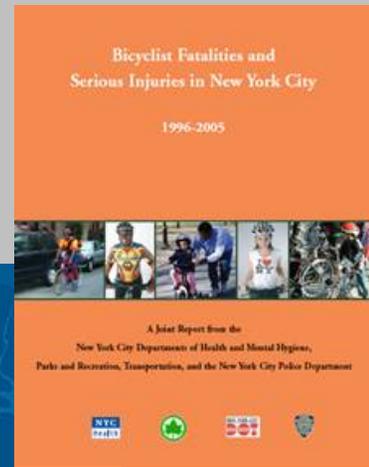
Vanderbilt Avenue

Landscaped Medians and Bicycle Lanes



Why are we here?

- Bicycle Fatality & Serious Injury Study – Improve Safety
- Mayor's PlaNYC – A Greener Transportation Network
- 1997 Bicycle Master Plan
- Stakeholder Requests to Improve Corridor
- Improving Pedestrian Connections & Safety



NYC DOT Bicycle & Traffic Calming Projects

Bicycle Network Development

- 200 Mile, 3 Year Bicycle Route Commitment
- Targeting Areas of High Demand & Key Connections

Traffic Calming & Corridor Greening Initiatives

- Target corridors with safety and/or quality of life concerns
- Leverage bike network expansion to improve streets for all users
- Apply varied city resources to significantly improve key streets
 - Street repaving
 - Signs & markings
 - Small island construction
 - Parks Department's Greenstreets program



Carlton Ave: New median, landscaping and bike lanes on repaved street

Successful 2006 Traffic Calming

	Before Traffic Calming	After Traffic Calming
Percent traveling above speed limit (30 MPH)	76%	27%
85th Percentile	40 MPH	33 MPH

- Dramatic decrease in speeding
- More than 25% are still speeding
 - Additional traffic calming justified

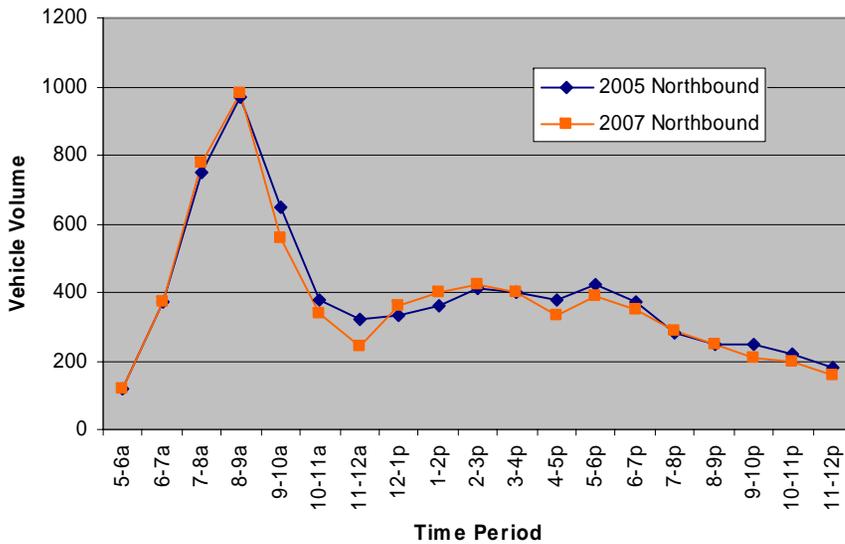


Existing Vanderbilt Avenue traffic calming design

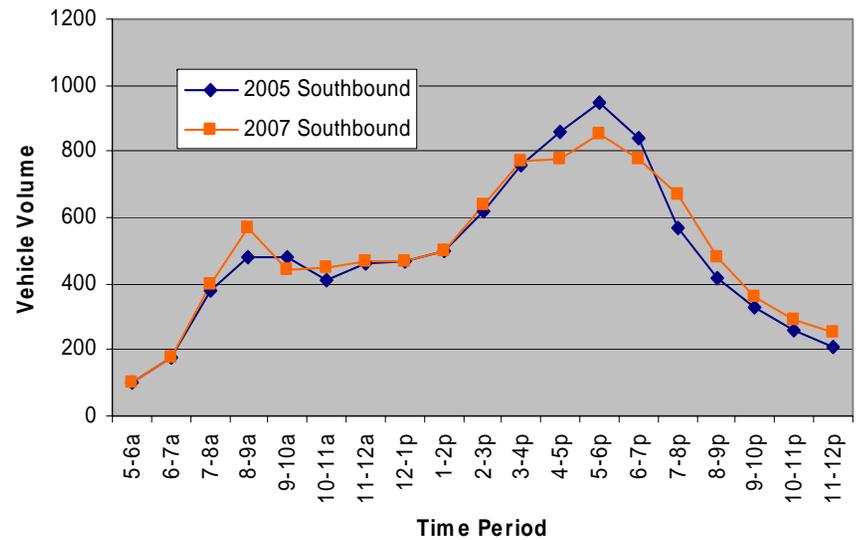
Successful 2006 Traffic Calming

- Adequate Traffic Operations Maintained
- No Traffic Diversions

**Northbound Volume Comparisons:
Before-After Traffic Calming**



**Southbound Volume Comparison:
Before-After Traffic Calming**



Project Intentions

1. Creating Dedicated **Cycling Space**
2. Improving **Pedestrian Comfort & Safety**
3. Further Calm Traffic for **All Street Users**
4. Improve **Streetscape**



9th St, Brooklyn: 2-way street with Bicycle Lane, a Moving Lane and Turning Lanes

Key Bicycle Network Connection



Vanderbilt Ave Attracts Cyclists



Vanderbilt Avenue is frequented by Brooklynites biking to Prospect Park or for local errands

Cyclists Attracted by Safer, Calmer Vanderbilt

September 2007 Weekday and Weekend Bicycle Counts in Prospect Heights, Brooklyn



Single lane configuration implemented in 2006 provided more operating space for cyclists

1. Creating Dedicated Cycling Space

Pre-Traffic Calming (before May 2006)

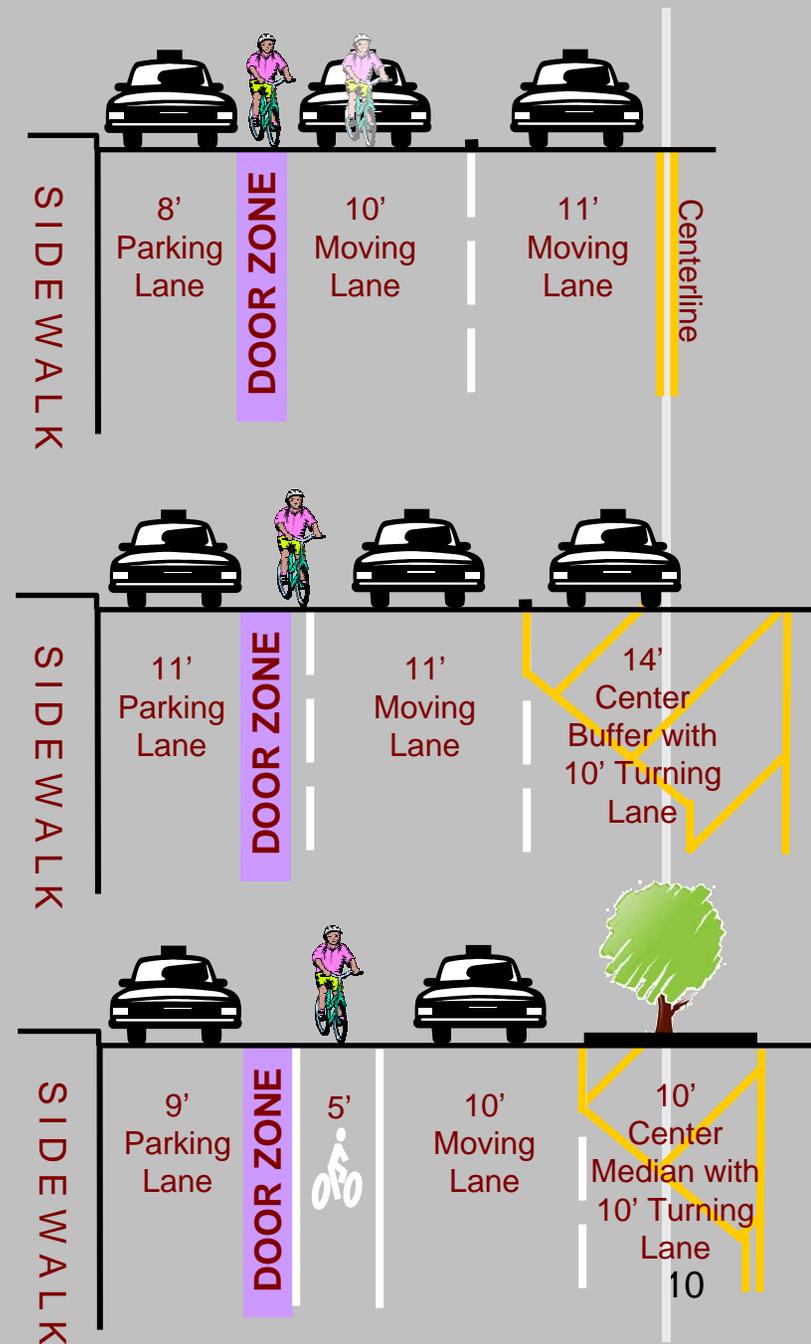
- Cyclists ride in “Door Zone”
 - Dooring risk
 - Dangerously close passing
- OR-
- Cyclists ride in Moving Lane
 - Honking, Lane changes and Aggressive driving

Existing Condition (May 2006 – present)

- Cyclists ride in widened curb lane
 - Moderately safe passing distance
 - Cyclists partially out of door zone
- No dedicated cycling space

Planned Condition (Summer 2008)

- Cyclists ride in dedicated lane
 - Passing distance increased ~3 feet
 - 9' parking lane + ½ of bike lane puts cyclists clear of door zone
 - Organizes street use



Active Pedestrian Street

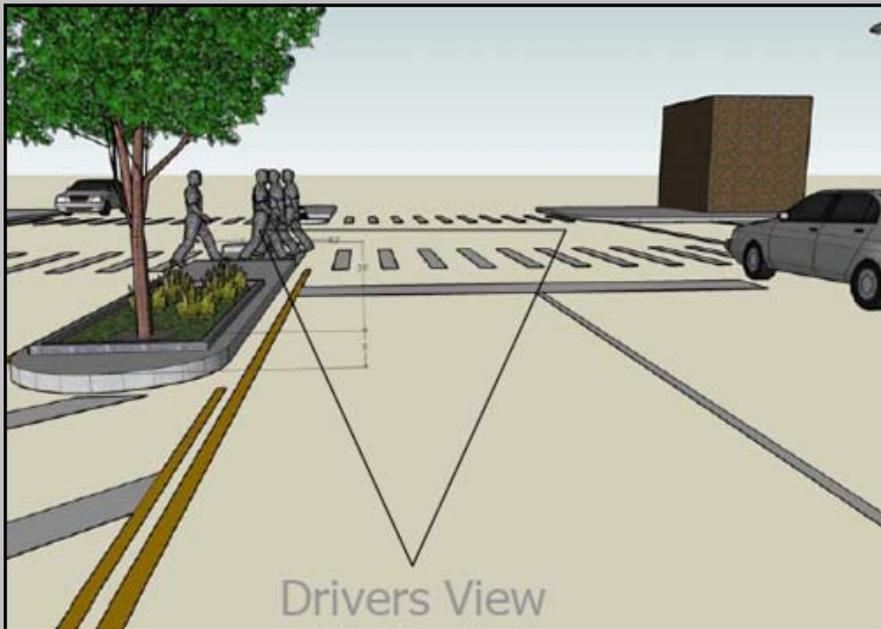
- Burgeoning destination for restaurants, bars and boutiques
- Provides everyday services (grocery, cleaners, etc.)
- Wide street within a large pedestrian-oriented district



Vanderbilt Avenue's width serves to divide the neighborhood and limit its potential

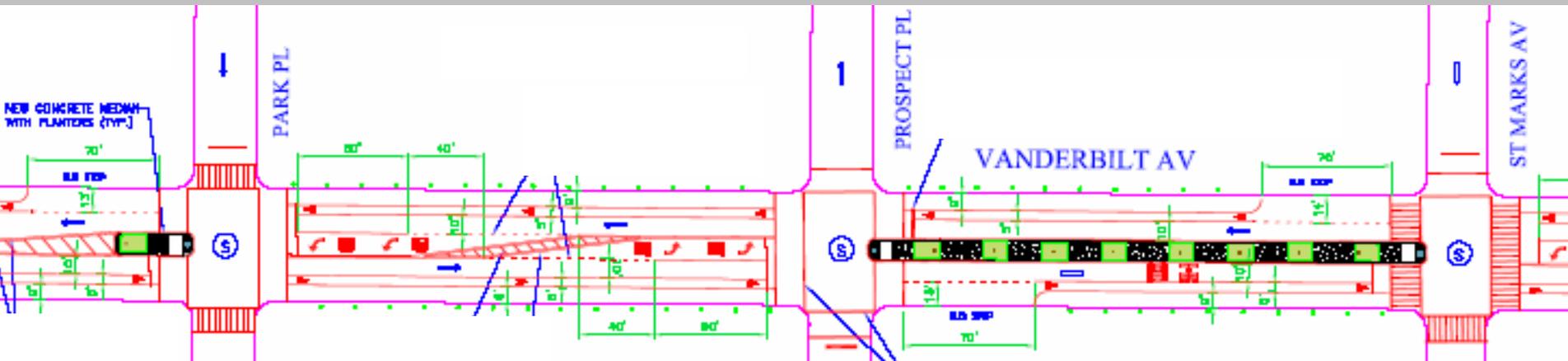
2. Improving Pedestrian Comfort & Safety

- Physical Islands with landscaping will further calm traffic
- Islands/medians provide pedestrian refuge, easing crossing



3. Further Calm Traffic for All Street Users

- Tree Lined Median and Island Visually Narrow Roadway
- 10' Lanes for Traffic Defined by Bicycle Lanes and Median



4. Improve Streetscape

- Raised, Planted Median to Replace Thermoplastic Striped Median
- Greener, More Walkable Vanderbilt Ave Supports Local Business

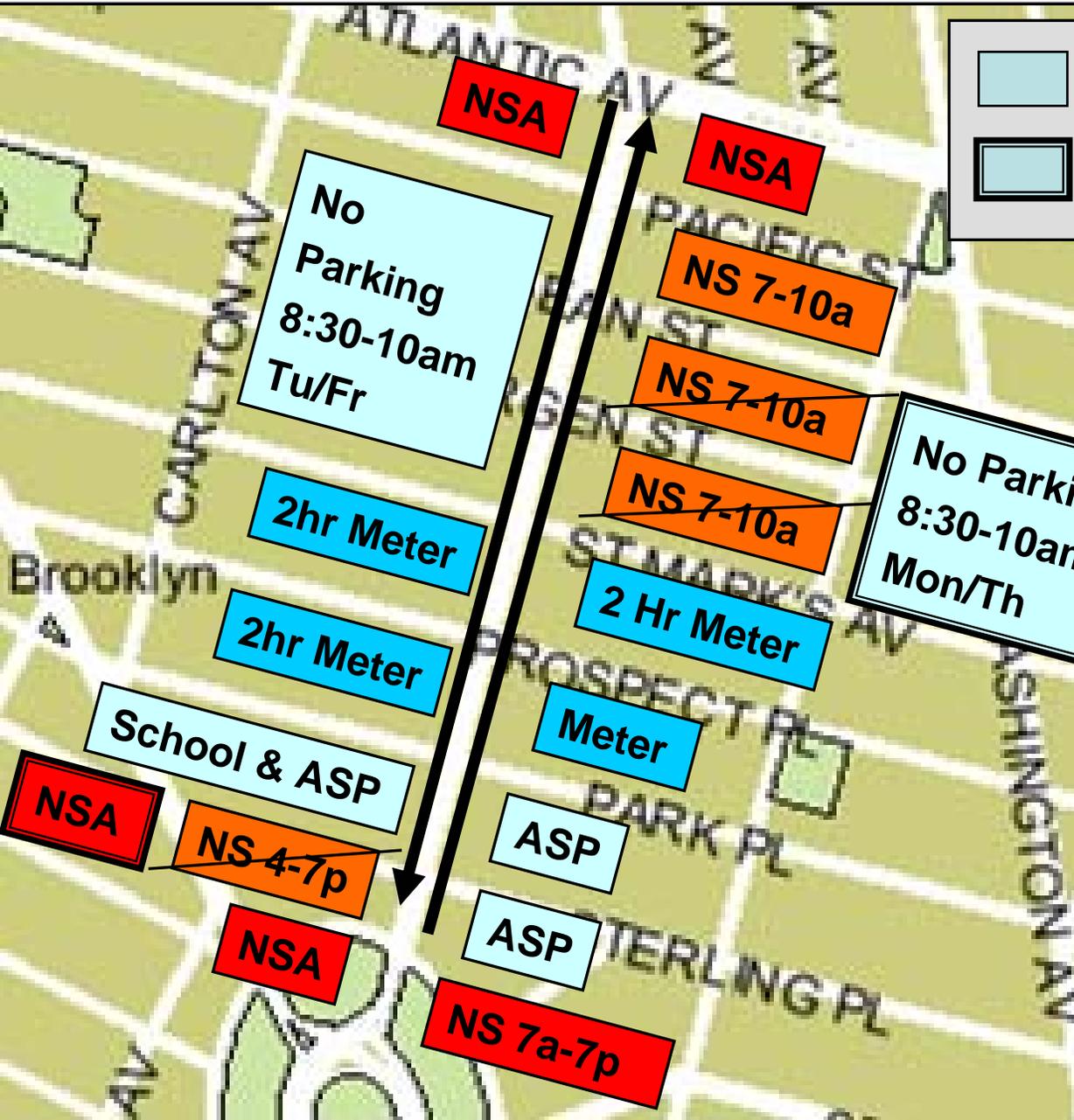


Existing painted median



Example of a landscaped pedestrian refuge island

Parking Changes



Existing Regulations

Planned Regulations

- 3 blocks AM parking restriction removed
- 1 block PM parking restriction upgraded to 24 hours

**NSA –
No Standing
Anytime**

Implementation Elements & Draft Schedule

Vanderbilt Avenue Repaved

(Complete April or May)

New Markings Installed

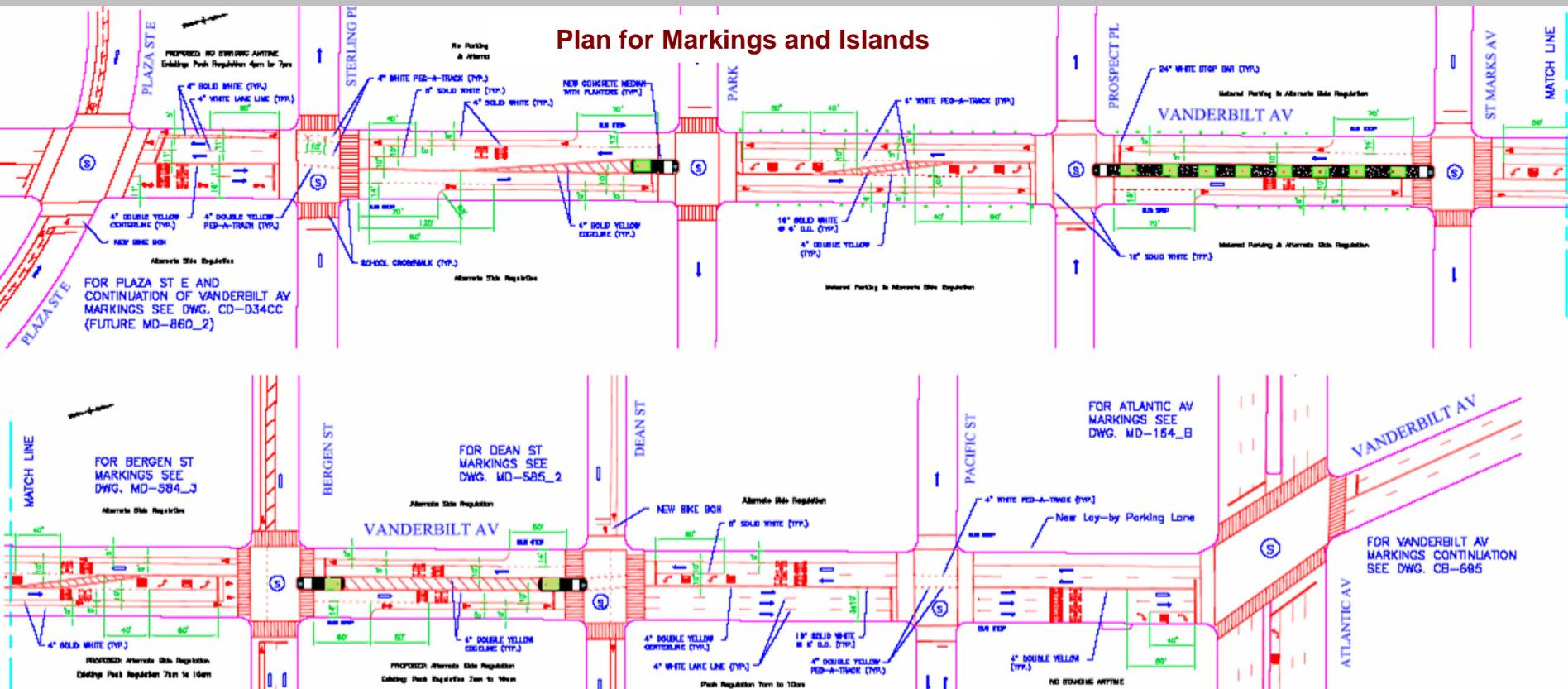
(Follows repaving)

Island Construction

(June, July or August, 6-8 week construction)

Landscaping (Parks Dept)

(between Mid-October & Mid-December)



End of Presentation



- **Questions**
- **Community Input: Specific Locations for New Curb Regulations to Reduce Double Parking**