Bay Ridge Parkway Traffic Calming
Shore Road to Bay Parkway

Fall 2010

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Presented October 13, 2010 to Community Board 10
Project Goals

Project designed to:
- Calm traffic
- Increase safety
- Improve traffic flow
- Maintain number of travel lanes and parking spaces
- Improve access to well-used recreational facilities
- Expand bicycle network by creating key east-west spine
- Enhance access to R and D trains
Project Benefits

- Calms traffic and improves flow
  - Reduces lane widths to discourage speeding
  - Left turn bays improve flow

- Enhances safety and mobility
  - Establishes space in street for cyclists where their presence can be anticipated
  - Establishes designated route for cyclists

- Encourages physical activity

- Provides alternative means for reaching subway stations
  - Alleviates crowding on buses

- NO CHANGE to number of travel lanes or parking spaces
Existing Conditions - Bay Pkwy to 4th Ave

At 6th Ave facing west

At 15th Ave facing east
Proposed Markings – Bay Parkway to 4th Ave

• Dedicated Vehicle Lane
• Dedicated Bicycle Lane
• Center Turn Bays at Retail Cross Streets
Proposed Configuration – Bay Parkway to 4th Ave

**EXISTING**

Sidewalk

25’ Combined Parking/Moving Lane

25’ Combined Parking/Moving Lane

Sidewalk

**PROPOSED**

Sidewalk

9’ Parking Lane

5’

11’ Moving Lane

11’ Moving Lane

5’

9’ Parking Lane

Sidewalk

Increased Safety by Organizing Street

Dedicated Bicycle Lanes
Proposed Markings – Retail Cross Streets

- Center Vehicle Turn Bays at Retail Cross Streets
- Shared Through Lane

Proposed Locations:
Ft. Hamilton Pkwy, New Utrecht Ave, 13th Ave, 15th Ave, 18th Ave, 20th Ave
Proposed Configuration – Retail Intersections

EXISTING

PROPOSED

Increased Safety & Mobility by Organizing Street

Parking Lane Lines

Sidewalk

25’ Combined Parking/Moving Lane

Sidewalk

25’ Combined Parking/Moving Lane

Sidewalk

50’

8’ Parking Lane

12.5’ Moving Lane

9’ Turning Bay

12.5’ Moving Lane

8’ Parking Lane
Existing Conditions – 4th Ave to Shore Rd

At Bay Ridge Pkwy facing east

At Narrows Rd facing east
Proposed Markings – 4th Ave to Shore Road

- Shared Lane Markings
- Parking Lane Line
- Shared lane Signs

Example
Proposed Configuration – 4th Ave to Shore Road

**EXISTING**

- Sidewalk
- 22’ Combined Parking/Moving Lane
- 22’ Combined Parking/Moving Lane
- Sidewalk

**PROPOSED**

- Sidewalk
- 8’ Parking Lane
- 14’ Moving Lane
- 14’ Moving Lane
- 8’ Parking Lane

- Shared Lane Markings
- Parking Lane Lines

Retains Existing Travel and Parking Lanes
• Provides Space for All Users
• Improves Vehicle Mobility
• Promotes Appropriate Vehicle Speeds
• Improves Access, Circulation and Safety
• Expands Bicycle Network
Questions?

Thank You
NYC Cycling Background

Lane Miles Added, Cyclists and Injuries/Fatalities
1998-2009
Installing bicycle lanes improves safety for everyone:

- Analysis of 3,000 blocks of bicycle lanes implemented over the last decade showed
  - Pedestrian injuries expected to be reduced by 14%
  - Motor Vehicle-Pedestrian crashes 40% less likely to be fatal

- Similar projects in Brooklyn have shown up to 46% decrease in injuries for all street users (7th Avenue)
## Bicycle Lanes and Street Safety

<table>
<thead>
<tr>
<th>Project Location</th>
<th>Year Installed</th>
<th>Percent Change in All Injuries (Pedestrian, Cyclist, &amp; Vehicle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7th Avenue</td>
<td>2001</td>
<td>-46%</td>
</tr>
<tr>
<td>East 56th Street</td>
<td>2003</td>
<td>-44%</td>
</tr>
<tr>
<td>5th Avenue</td>
<td>2004</td>
<td>-24%</td>
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<tr>
<td>Oriental Boulevard</td>
<td>2003</td>
<td>-9%</td>
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