

Bay Ridge Parkway Traffic Calming

Shore Road to Bay Parkway



Fall
2010

Proposed Route – Overview



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





At 6th Ave facing west

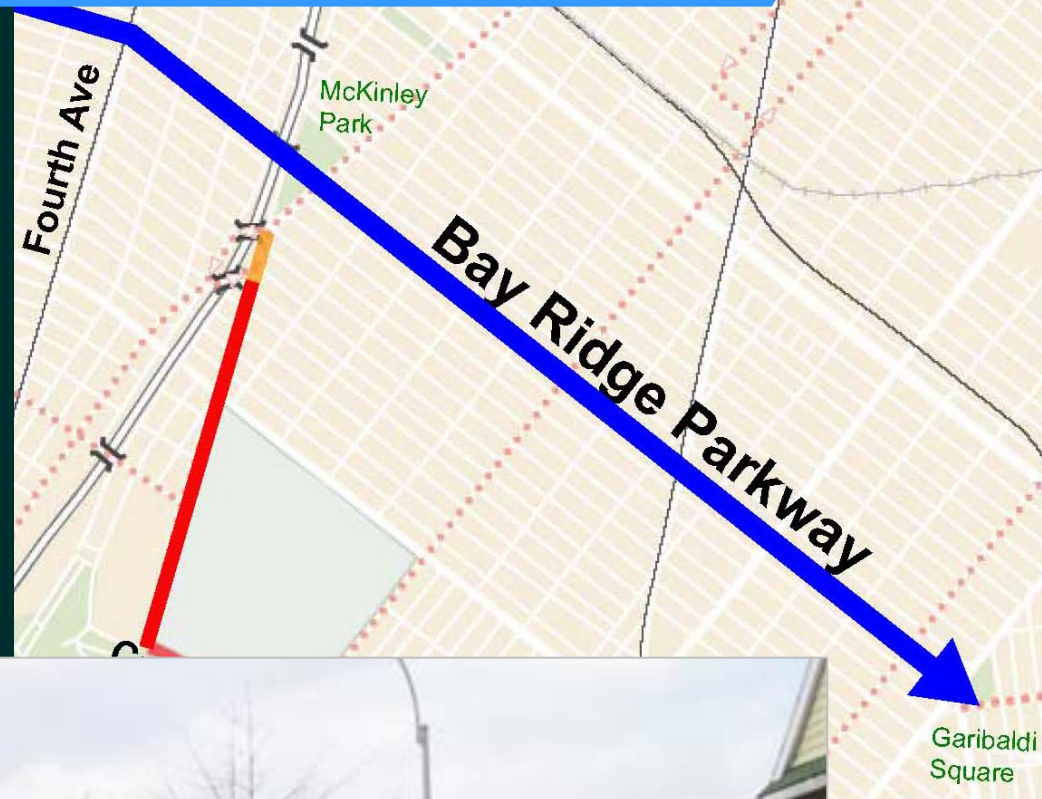
Existing
Conditions -
Bay Pkwy to
4th Ave



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

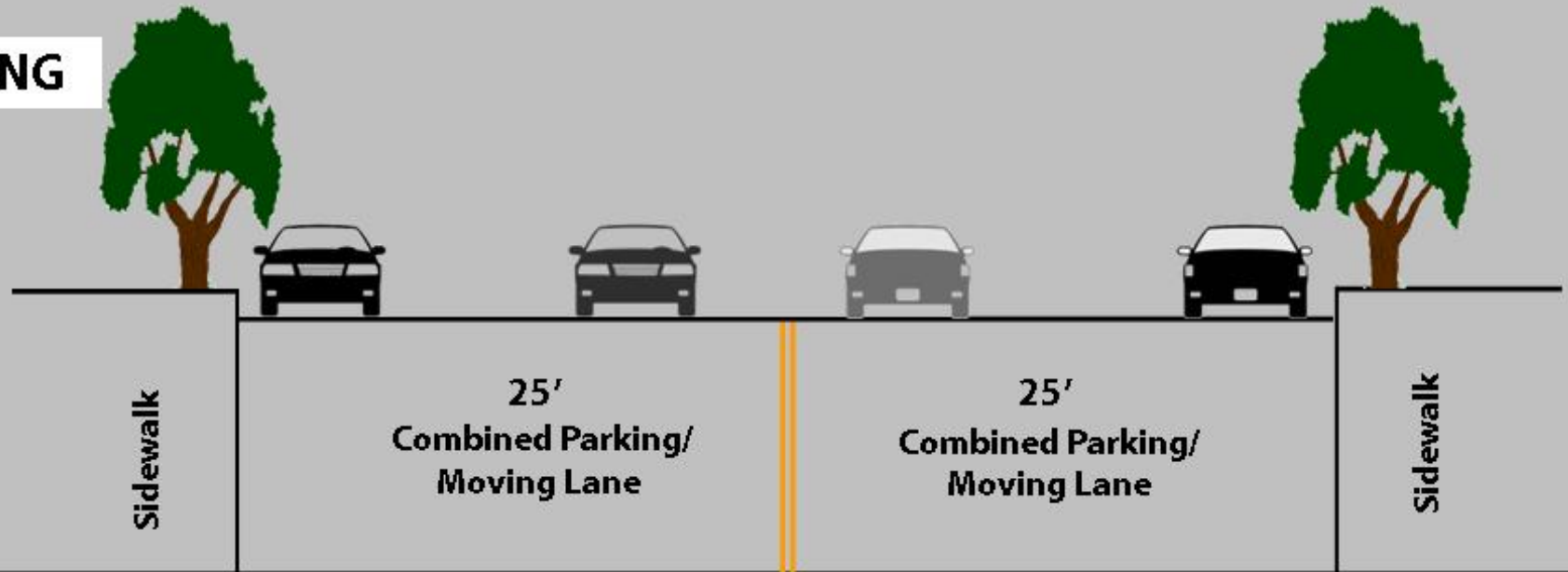


Example

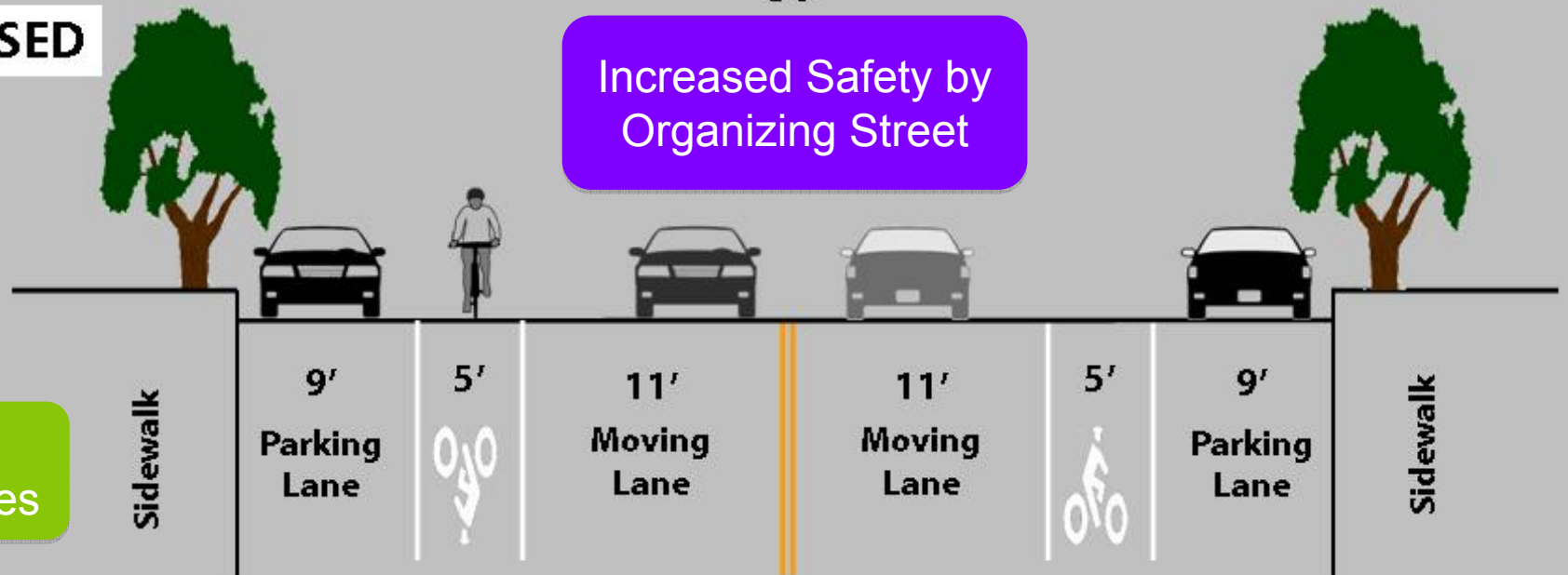


Proposed Configuration – Bay Parkway to 4th Ave

EXISTING



PROPOSED



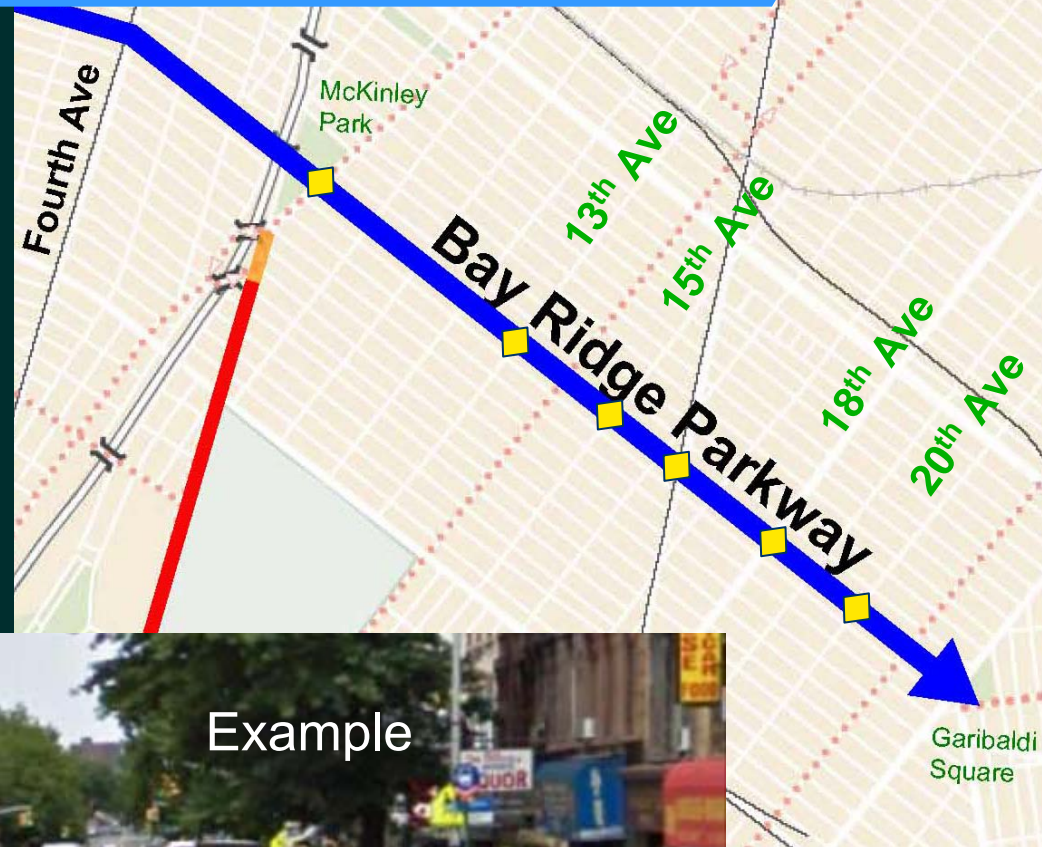
Dedicated
Bicycle Lanes

Proposed Markings — Retail Cross Streets

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

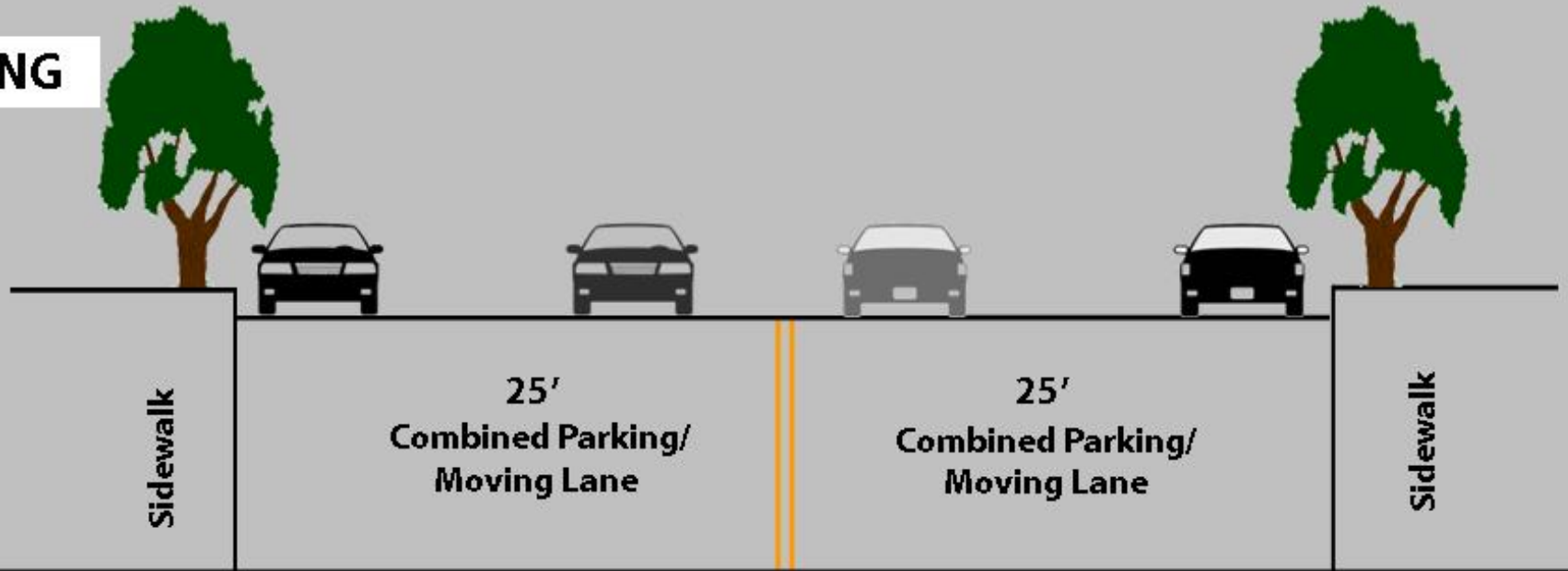
Proposed Locations:

Ft. Hamilton Pkwy, New Utrecht Ave,
13th Ave, 15th Ave, 18th Ave, 20th Ave

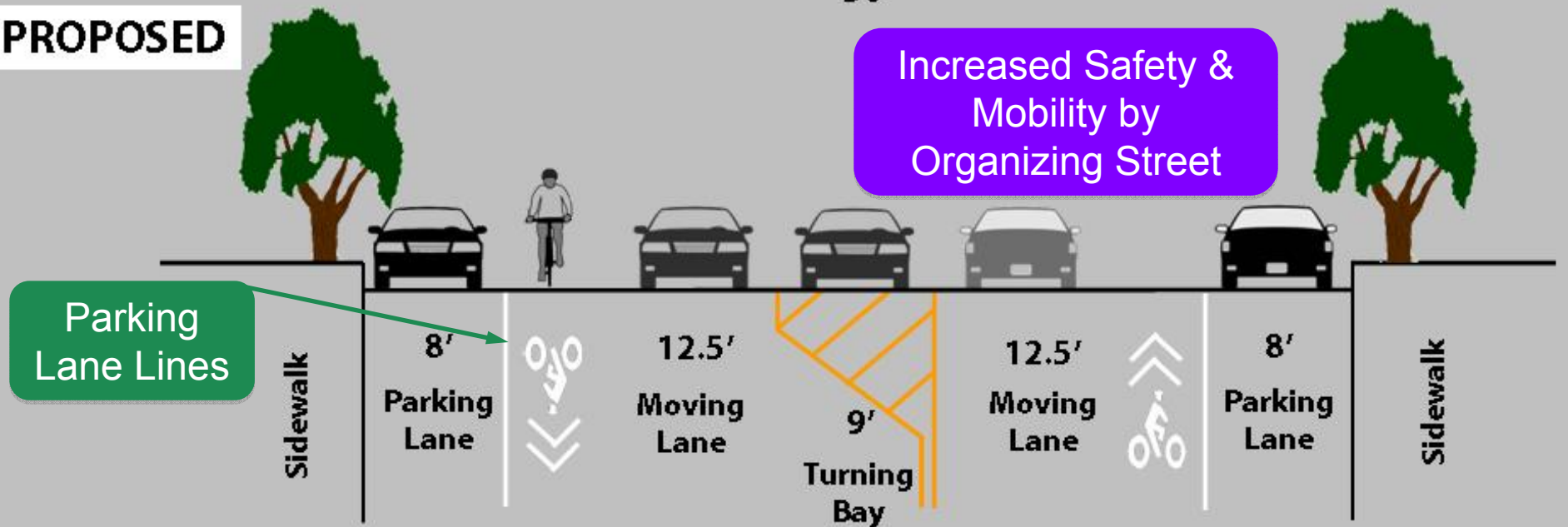


Proposed Configuration – Retail Intersections

EXISTING



PROPOSED



Existing
Conditions –
4th Ave to
Shore Rd



At Narrows Rd facing east

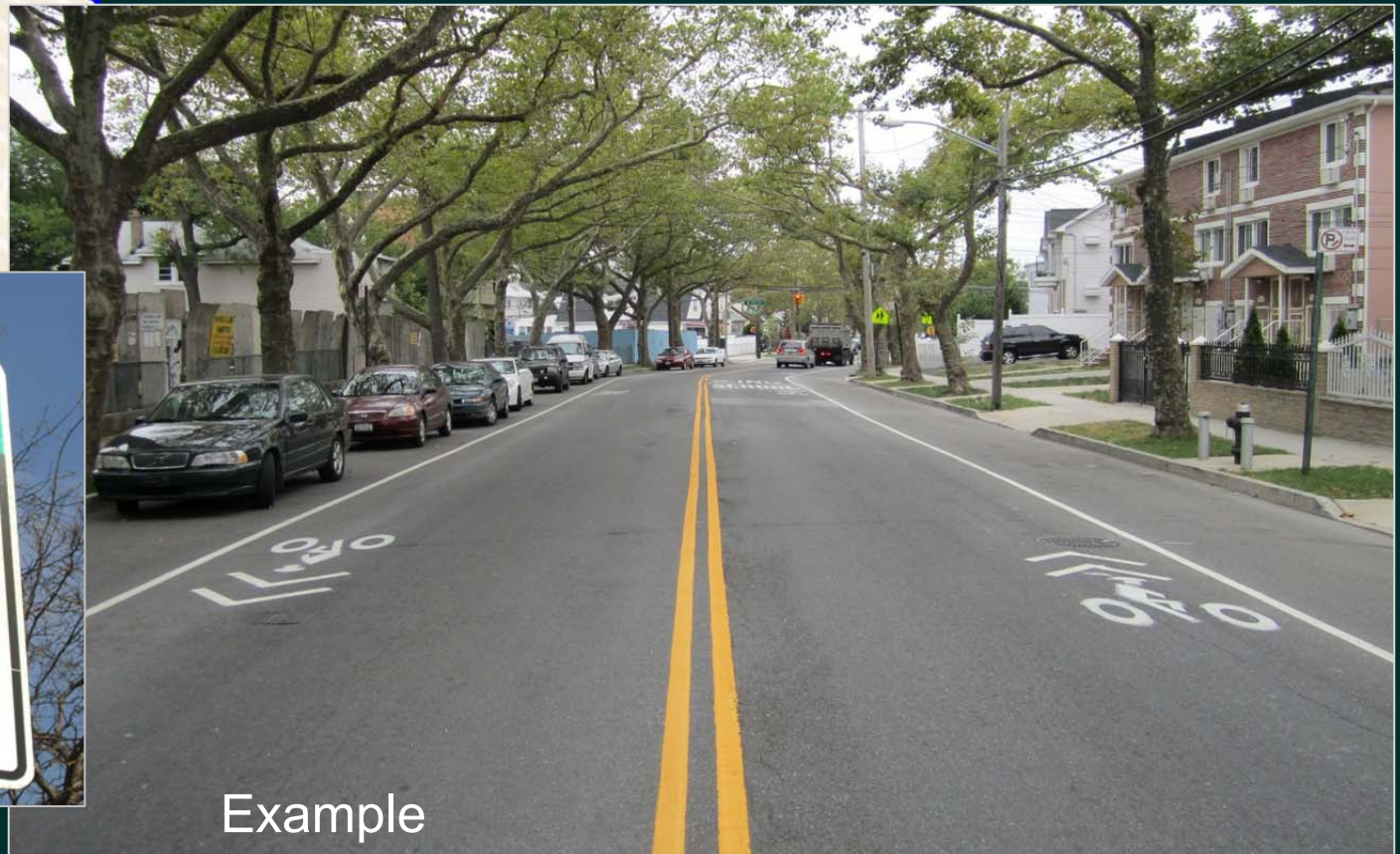


At Bay Ridge Pkwy facing east

Proposed Markings – 4th Ave to Shore Road



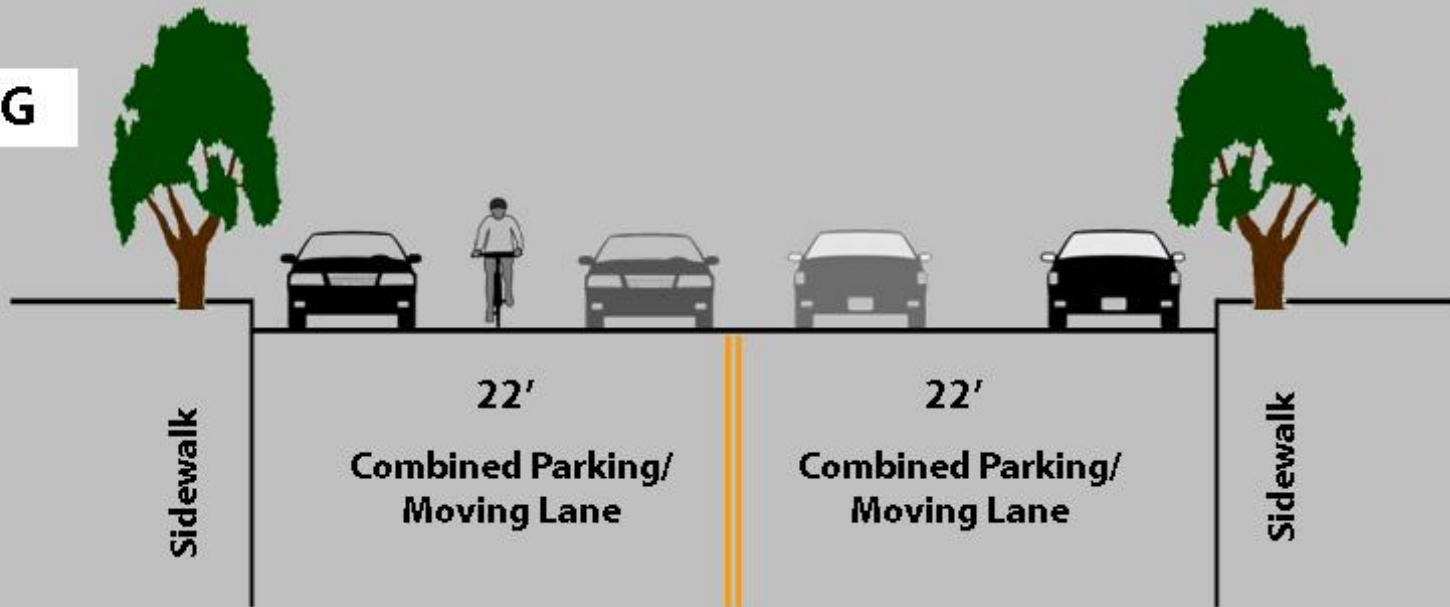
- Shared Lane Markings
- Parking Lane Line
- Shared lane Signs



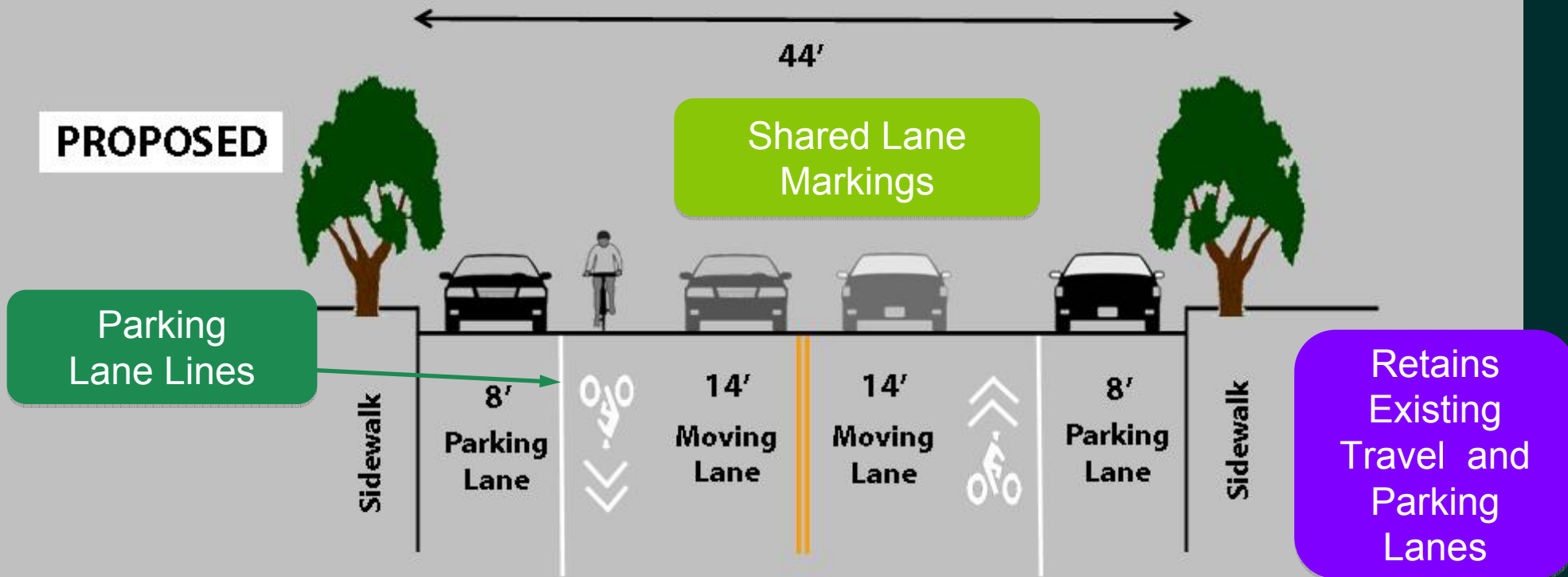
Example

Proposed Configuration – 4th Ave to Shore Road

EXISTING



PROPOSED



Project Summary

- Provides Space for All Users
- Improves Vehicle Mobility
- Promotes Appropriate Vehicle Speeds
- Improves, Access, Circulation and Safety
- Expands Bicycle Network



Seth Low
Playground

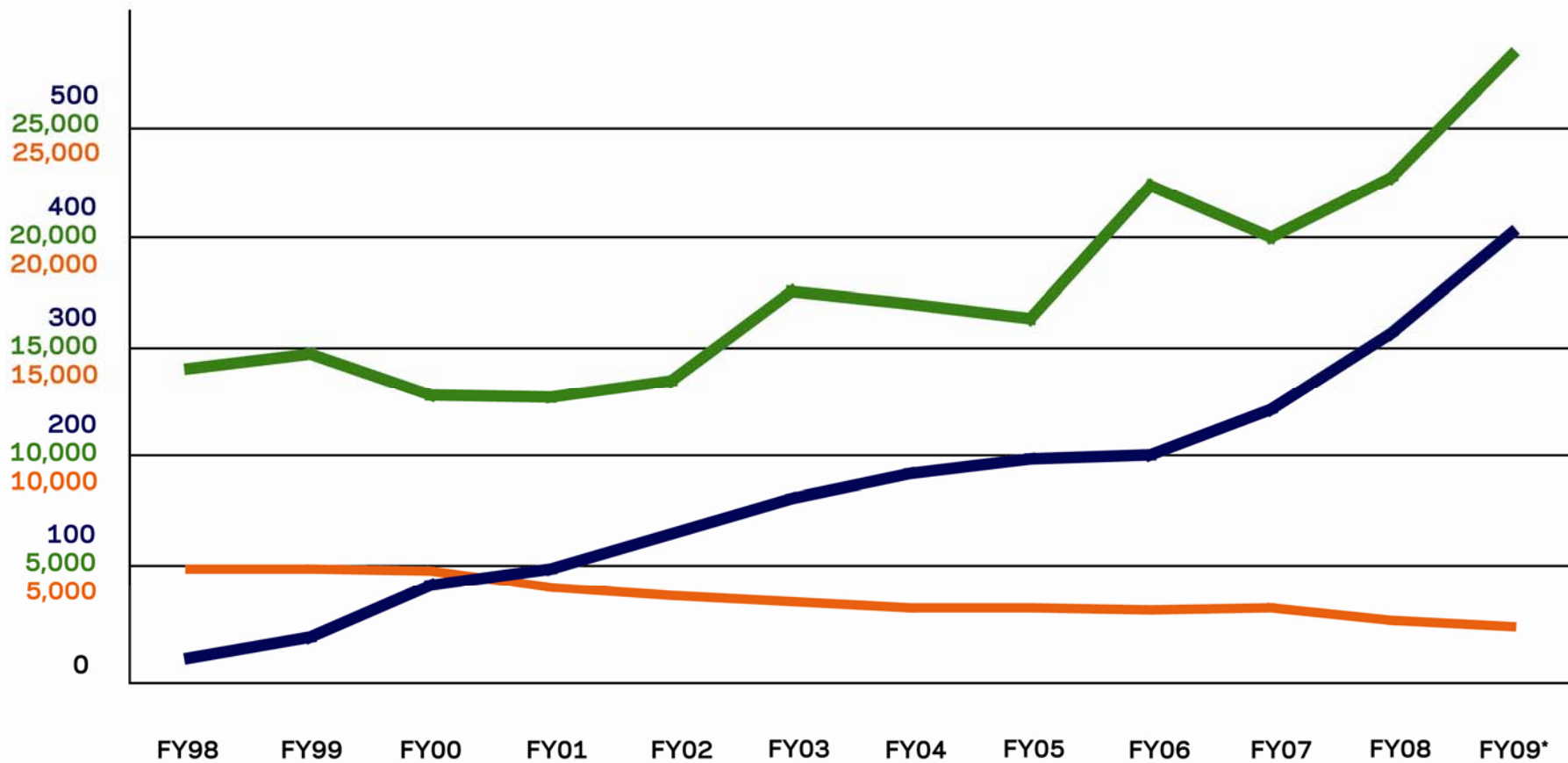
Garibaldi
Square

Questions?

Thank
You

NYC Cycling Background

Lane Miles Added, Cyclists and Injuries/Fatalities 1998-2009



Bicycle Lanes and Street Safety

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

Project Location	Year Installed	Percent Change in All Injuries (Pedestrian, Cyclist, & Vehicle)
7 th Avenue	2001	-46%
East 56 th Street	2003	-44%
5 th Avenue	2004	-24%
Oriental Boulevard	2003	-9%