Project Background

**June 2011**
Public Workshop at Brownsville Recreation Center
- Presented Typical Designs
- Community Feedback

**February 2012**
Follow-up Public Workshops in Brownsville and East New York
- Presented Routes Recommended by Both Neighborhoods
- Community Feedback

**June 2012**
Public Workshops in Brownsville and East New York
- Presented Most Popular Routes
- Presented Proposals for 1st Phase
- Community Feedback
Project Background

**October 2011**
Bicycle Neighborhood Tour
Brownsville and East New York
- Tourled Neighborhoods by Bike
- Greenmarket Stops
- Community Feedback

**September - October 2012**
Community Events
Brownsville and East New York
- Helmet Fitting
- Education on Bicycle Safety
- Multiple Bicycle Tours of Both Neighborhoods
- Greenmarket Stops
- Community Feedback
Routes Identified in Community Workshops
Routes Prioritized in Community Workshops
Pitkin Avenue

Requested by each neighborhood during community workshops
Support from Pitkin Avenue BID
Extends connection from existing bicycle network to the east

Width of the road encourages speeding

50’ Wide
42’ Wide

Legend:
- School
- Senior Center
- Library
- Community Proposed
- DOT Recommended
- Bike Path
- Bike Lane
- Shared Lane
- Parks & Open Space
- Blocks
### Existing Conditions

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<th>AM Peak Hour (8am – 9am)</th>
<th>PM Peak Hour (4pm – 5pm)</th>
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<tr>
<td><strong>Motor Vehicles</strong></td>
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Source: ATI Data, Vehicles & Bicycles btw. Rockaway Avenue and Chester Avenue, October 2011
Pitkin Avenue: Legion St to Pennsylvania Ave

Pitkin Avenue (Between Legion and Pennsylvania) - Existing

Pitkin Avenue (Between Legion and Pennsylvania) - Proposed
Existing - Pitkin Avenue: Legion St to Pennsylvania Ave
Proposed - Pitkin Avenue: Legion St to Pennsylvania Ave
Pitkin Avenue: Pennsylvania Ave to Fountain Ave

Pitkin Avenue (Between Pennsylvania and Fountain) - Existing

Pitkin Avenue (Between Pennsylvania and Fountain) - Proposed
Existing - Pitkin Avenue: Pennsylvania Ave to Fountain Ave
Proposed - Pitkin Avenue: Pennsylvania Ave to Fountain Ave
New Lots Avenue
Connects to Brownsville Recreation Center
Provides an east/west connection across the L train cut

Intersection of two grids creates offset intersections

36’ Wide
New Lots Avenue: Hegeman Ave to Dumont Ave

**Existing - New Lots Avenue (Between Hegeman and Dumont)**

- North sidewalk
- 18’ Moving/Parking Lane
- 36’
- South sidewalk
- 18’ Moving/Parking Lane

**Proposed - New Lots Avenue (Between Hegeman and Dumont)**

- North sidewalk
- 8’ Parking Lane
- 10’
- 10’
- 8’ Parking Lane
- South sidewalk
- 36’
Proposed - New Lots Avenue: Hegeman Ave to Dumont Ave
Requested by each neighborhood during community workshops
Provides a north/south connection in East New York
Schenck Avenue and Hendrix Street

**Existing - Hendrix Avenue (Between New Lots and Liberty)**
- East Sidewalk
- 25’
- West Sidewalk

**Existing - Schenck Avenue (Between Liberty and New Lots)**
- West Sidewalk
- 30’
- East Sidewalk

**Proposed - Hendrix Avenue (Between Liberty and New Lots)**
- East Sidewalk
- 25’

**Proposed - Schenck Avenue (Between Liberty and New Lots)**
- West Sidewalk
- 8’ Parking Lane
- 14’ Shared Lane
- 8’ Parking Lane
- 30’
Existing – Hendrix Street: Liberty Ave to New Lots Ave
Proposed – Hendrix Street: Liberty Ave to New Lots Ave
Existing - Schenck Avenue: New Lots Ave to Liberty Ave
Proposed - Schenck Avenue: New Lots Ave to Liberty Ave
Proposed - New Lots Avenue: Hegeman Ave to Dumont Ave

- 60’ Wide
- 50’ Wide
- 54’ Wide
- 52’ Wide
### Existing Conditions

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<th>Motor Vehicles</th>
<th>AM Peak Hour (8am – 9am)</th>
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<td>Southbound</td>
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Source: ATI Data, Vehicles & Bicycles btw Hegeman Street and Linden Boulevard, January 2012
Van Siclen Ave: New Lots Ave to Linden Blvd

**Existing – Van Siclen Avenue (Between New Lots and Linden)**

- West Sidewalk: 19’ Combined Parking/Moving Lane
- 11’ Moving Lane
- 11’ Moving Lane
- 19’ Combined Parking/Moving Lane
- East Sidewalk

- Total Width: 60’

**Proposed – Van Siclen Avenue (Between New Lots and Linden)**

- West Sidewalk: 9’ Parking Lane
- 5’ Moving Lane
- 11’ Moving Lane
- 10’ Turn Bay/Flush Median
- 11’ Moving Lane
- 5’ Moving Lane
- 9’ Parking Lane
- East Sidewalk

- Total Width: 60’
Van Siclen Ave: Linden Blvd to Flatlands Ave

**Existing – Van Siclen Avenue (Between Linden and Flatlands)**

North Sidewalk

- 25’ Moving/Parking Lane

South Sidewalk

- 25’ Moving/Parking Lane

**Proposed – Van Siclen Avenue (Between Linden and Flatlands)**

North Sidewalk

- 9’ Parking Lane
- 5’ Travel Lane
- 11’ Travel Lane
- 5’ Parking Lane

South Sidewalk

- 9’ Parking Lane

50’
Van Siclen Ave: Flatlands Ave to Vandalia Ave

**Existing – Van Siclen Avenue (Between Flatlands and Vandalia)**

- West Sidewalk
  - Combined Parking/Moving Lane 27’
  - Combined Parking/Moving Lane 27’
  - 54’

- East Sidewalk

**Proposed – Van Siclen Avenue (Between Flatlands and Vandalia)**

- West Sidewalk
  - Parking Lane 8’
  - Buffer 3’
  - Moving Lane 11’
  - Moving Lane 11’
  - 54’

- East Sidewalk
  - Buffer 3’
  - Parking Lane 8’
Summary

- Creates a community sub-network
- Provide connectivity:
  - To existing bicycle network
  - Across Linden Blvd to Starrett City
- 400 bike racks installed
- Implementation Plan
  - Phase I in 2013
  - Phase II in 2014
  - Phase III in 2015
Questions?

Thank You