Bushwick Neighborhood Bicycle Network

Fall 2017 Update

Presented to Community Board 4, October 5, 2017
Community Bicycle Network Development Process

2014-2015 Community Engagement

- Established steering committee
- Public workshops, mobile workshops
- Online surveying, public surveying, bike shop visits

2016 Phase I Bicycle Network Expansion

- Presented outcome of community engagement process and Phase I proposed projects to CB 4
- CB 4 supported Phase I projects
- Implemented Phase I projects: Knickerbocker Ave, Irving Ave, Jefferson St, Hancock St

2017 Phase I Follow-up, Phase II Proposals

- Street Ambassador Post-implementation Outreach at Irving Square Park
- Post-implementation data collection
- Bicycle Safety Study
- Develop Knickerbocker Ave loading zone proposal
- Present Phase II proposed projects to CB 4
Community District 4 - Priority Bicycle District
- High number of cyclists killed or severely injured
  - 3 cyclists killed (2010-2014)
  - 48 cyclists severely injured (2010-2014)
- Medium density bicycle network coverage
- Most cyclist fatalities occur on streets without bike facilities (89%)

DOT has committed to creating or enhancing 75 lane miles of bike facilities in Priority Bicycle Districts by 2022.
Where Can You Bike in 15, 30 Minutes?
Existing Bicycle Network

- Williamsburg Bridge
- Brooklyn Waterfront Greenway
- Manhattan Bridge
- Brooklyn Bridge
- Prospect Park
- Eastern Parkway
- CB 4
- Jamaica Bay Greenway
- Forest Park
- Highland Park
Who Rides?

Community Health Survey Data (2014)

Biked for Transportation in the Past 7 days

Number of Williamsburg-Bushwick residents reported riding a bicycle to get to and from places in the past 7 days.

Percentage of Brooklyn Residents Who Rode a Bicycle in the Past Year

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage of Brooklyn Residents Who Rode a Bicycle in the Past Year</th>
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</thead>
<tbody>
<tr>
<td>18-24</td>
<td>18% (5.8) A Few Times Per Year, 16.1% At Least Once Per Month, 4% Several Times Per Month</td>
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<tr>
<td>25-44</td>
<td>11.3% (4.7) A Few Times Per Year, 10.3% At Least Once Per Month, 2.7% Several Times Per Month</td>
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<tr>
<td>45-64</td>
<td>4% (2.7) A Few Times Per Year, 10.3% At Least Once Per Month, 2.7% Several Times Per Month</td>
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<table>
<thead>
<tr>
<th>Race / Ethnicity</th>
<th>Percentage of Brooklyn Residents Who Rode a Bicycle in the Past Year</th>
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</thead>
<tbody>
<tr>
<td>White</td>
<td>14.7% (2.9) A Few Times Per Year, 9.3% At Least Once Per Month, 16% Several Times Per Month</td>
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<tr>
<td>Black</td>
<td>8.9% (8.1) A Few Times Per Year, 9.3% At Least Once Per Month, 16% Several Times Per Month</td>
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<tr>
<td>Latino</td>
<td>8.6% (2.6) A Few Times Per Year, 9.3% At Least Once Per Month, 16% Several Times Per Month</td>
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<tr>
<td>Asian/Pacific Islander</td>
<td>6.8% (3.5) A Few Times Per Year, 9.3% At Least Once Per Month, 16% Several Times Per Month</td>
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</tbody>
</table>

Number of Williamsburg-Bushwick residents reported riding a bicycle to get to and from places in the past 7 days.
5.9 miles added to the bike network
- Pedestrian safety improvements added at Myrtle Ave
  - High visibility crossing at Irving Ave
  - Upgraded ped island at Knickerbocker Ave
“I don’t bike, but I noticed the cars go a lot slower now”
2017 Phase I Follow-up

Post-implementation Data Collection:
12 Hour Before and After Bike Counts Conducted in June*

- 51% growth in weekday cycling on Knickerbocker Ave
- 71% growth in weekend cycling on Irving Ave
- Over 400% growth in weekday/weekend cycling on Hancock St

*Hancock St Counts conducted in August
2016 Phase I Bicycle Network Expansion
Knickerbocker Ave
2016 Phase I Bicycle Network Expansion
Knickerbocker Ave

Before

After
2016 Phase I Bicycle Network Expansion

Irving Ave

Before

After
DOT has committed to creating or enhancing 75 lane miles of bike facilities in Priority Bicycle Districts by 2022.

Troutman Ave, Starr St, Evergreen Ave
Himrod St, Harman St

No Dedicated Space for Cyclists

30’ Combined Travel / Parking Lane

34’ Combined Travel / Parking Lane
Proposed Improvements

Hancock St

Irving Ave

Troutman Ave, Starr St, Evergreen Ave
Himrod St, Harman St

Central Ave

No Parking Loss
Number of Travel Lanes Remain The Same
BENEFITS OF DESIGN ELEMENTS

Summary

Roadway markings

Vehicles
- Organize the roadway
- Improves safety
- Improve alignment, and visibility
- Establish standard width; discourage speeding

Cyclists
- Dedicated space for cyclists
- Increase predictability of cyclists location
- Direct connections to existing network
- Provide wayfinding
Questions?

THANK YOU!