Biking in Bushwick

Flushing Ave
Myrtle Ave
Evergreen Ave
Wilson Ave
Menahan St
Harman St
Benefits of Bike Lanes

For Cyclists:
- Routes cyclists via a safe network
- Designates riding space in roadway
- Reduces confusion on where cyclists should ride

For Drivers & Pedestrians:
- Increases awareness that cyclists are present
- Organizes street for different road users
- Calms speeding vehicle traffic
- Decreases sidewalk cycling
Community Bicycle Network Development Process

Planning

2015

- Establish Partnership
  - Community Board 4
  - Council Member Antonio Reynoso
  - Council Member Rafael Espinal
  - NYPD
  - NYC Department of City Planning
  - NYC Department of Transportation
  - NYC Department of Health and Mental Hygiene
- Develop Steering Committee
- Collect Data from Public
Community Bicycle Network Development Process

**Planning**

**2015**
- Establish Partnership
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- Develop Steering Committee
- Collect Data from Public

**Implementation**

**2016**
- Seek Community Board support for Phase I projects
- Implement Phase I projects
- Steering Committee evaluation and input for Phase II

**2017**
- Seek Community Board support for Phase II projects
- Implement Phase II projects
- Steering Committee evaluation and input on full network
Community Planning Process

1. Community Outreach and Engagement
2. Data Collection and Evaluation
3. Street Network Limitations and Opportunities
4. Potential Routes and Facility Type
1 Outreach and Engagement

Myrtle-Wyckoff L/M Stop Surveys

Jefferson L Stop Surveys

Bushwick Bike Shop

Borinquen Schwinn Club

Bravo Bike Shop
1 Outreach and Engagement

2014

- AUGUST
  Online Survey Launch

- NOVEMBER
  Kickoff Meeting

2015

- FEBRUARY
  First Community Workshop

- MARCH & APRIL
  Bike Shop Visits

- APRIL
  Mobile Workshop at Eco-Station
  Earth Day Event

2015 (cont.)

- APRIL
  Public Surveying at Myrtle-Wyckoff M/L Stop

- MAY
  Public Surveying at Jefferson L Stop
  Visits to Schwinn Clubs & Bike Shops
  Second Community Workshop

- JUNE
  Mobile Workshop at Shape Up
  Bushwick
  Mobile Workshop at Arts In Bushwick
  Online Survey close out (6/30)

- AUGUST
  Bike Lanes Lesson at El Puente
  Tabling at Maritza Davila Parade
Community Planning Process

1

2 Data Collection and Evaluation

3

4
Existing Bicycle Network

- Only 2 routes in neighborhood
- Limited internal circulation
- Few connections to rest of city
Data Collection and Evaluation Workshop: Top Destinations

- Disconnect between where current routes are and community destinations
  - Subway stations
  - Shopping
  - Parks
  - Connections to other neighborhoods

LEGEND

<table>
<thead>
<tr>
<th>Existing Bicycle Facilities</th>
<th>Biking Destinations</th>
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</thead>
<tbody>
<tr>
<td>Protected Bicycle Path</td>
<td>1</td>
</tr>
<tr>
<td>Bicycle Lane</td>
<td>▲ 2 - 4</td>
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<tr>
<td>Shared Lane</td>
<td></td>
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<tr>
<td>Signed Route</td>
<td></td>
</tr>
</tbody>
</table>
Data Collection and Evaluation Workshop: Typical Bike Routes

- Preference for 2-way streets
- Connections throughout neighborhood
- Commercial corridors

LEGEND

Existing Bicycle Facilities
- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Route

Typical Bike Routes
- 1 - 4
- 5 - 8
- 9 - 10
Data Collection and Evaluation Workshop: Streets Not Good for Biking

- People take routes despite not feeling comfortable
- Shows importance of connectivity
Data Collection and Evaluation Workshop: Problem Areas

- Some streets are barriers
- People want an easy way to cross streets
Data Collection and Evaluation Workshop: Bike Routes Wanted

- Preference for streets currently used
- Desire for backbone routes

### LEGEND

- **Existing Bicycle Facilities**
  - Protected Bicycle Path
  - Bicycle Lane
  - Shared Lane
  - Signed Route

- **Bike Routes Wanted**
  - 1 - 4
  - 5 - 7
Data Collection and Evaluation Survey: Bike Routes Wanted

- Preference for streets currently used
- High preference for east/west commercial corridors that serve entire neighborhood
- No strong preference for specific north/south routes shows that we can prioritize geometry and connectivity
Street Network and Facility Type

1

2

3 Street Network Limitations and Opportunities

4
3 Bushwick Street Types

1-Way Residential

- Bulk of Bushwick’s north/south streets
- Typically 30’ wide
- Low traffic volumes

DEDICATED LANE
Width - 30’

- Streets can fit:
  - Space for cyclists
  - Space for motor vehicles
  - No parking impact
Bushwick Street Types

1-Way Mixed-Use

- Some of Bushwick’s east/west streets
- Wider streets
- Retail destinations
- Higher traffic volumes

DEDICATED LANE
Width - 34’

- Streets can fit:
  - Space for cyclists
  - Narrows travel lane to calm traffic
  - No parking impact
  - Cyclists kept out of door zone
# Bushwick Street Types

## 2-Way Mixed-Use

- Myrtle Ave

## 2-Way Corridors

- Bushwick Ave

## Shared Lane

**Width - 42’**

- Only option for low-impact facility in narrow space
  - No parking impact
  - No travel lane impact
- No dedicated space for cyclists
- Not ideal for high volume streets
- Many of these streets parallel a 1-way pair that would be a better alternative

- Remainder of Bushwick Streets
- 34-44’ width is too narrow for bicycle lanes on two-way without significant changes
- Complicated geometries
- Higher traffic volumes
Project Implementation

**Short-Term Projects**
- Low-Impact:
  - Little or no parking loss
  - No travel lane loss
  - Standard design
  - Quick buildout
  - Low cost

**Long-Term Projects**
- Higher-Impact:
  - Potential parking loss
  - Potential travel lane loss
  - More complex design
  - Robust traffic modeling
  - Potentially higher-cost

Anticipated installation
Summer of 2016

Continue to work with community to evaluate potential long-term opportunities
Potential Routes

1 2 3 4

Potential Routes and Facility Type
Potential Routes: Considerations

**Connectivity**
- “Key destinations”
- “Routes wanted”
- “Routes used”
- To existing network
- In/outside neighborhood
- Grid change

**Safety**
- “Street not good for cycling”
- “Problem areas”
- Vision Zero
- Conflicting movements
- Traffic volumes

**Geometry**
- Design limitations and opportunities
- Street width
- Facility type

Safety is both an issue and an opportunity
Connectivity

Destinations

In Bushwick:
- Shopping on Knickerbocker and DeKalb Avenues
- Subway stations
- Parks

Out of Bushwick:
- Jamaica
- Highland Park
- Broadway Junction
- Bedford-Stuyvesant
- Ridgewood
- Williamsburg & Williamsburg Bridge

LEGEND

Existing Bicycle Facilities
- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Route

Biking Destinations
- 1
- 2 - 4
Vision Zero Priority Corridors

- Flushing Ave
- Myrtle Ave
- Bushwick Ave
- Broadway
- Knickerbocker Ave

- Has capacity for bike lane
4 Geometry

Bicycle lanes

18' Combined Moving/Parking Lane
5' Parking Lane

9' Parking Lane
11' Travel Lane
5' Parking Lane

30'
34'
2016 Proposed Bicycle Routes

- Low impact
- Routes connect through entire neighborhood and beyond
- Opportunities for safety enhancements
- Backbone routes

LEGEND

Existing Bicycle Facilities
- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Route
34’ Wide
- Mixed-use (residential & commercial)
- 1-way street
- Curbside parking lanes
Knickerbocker Ave, Irving Ave

Issues

- **Wide Travel Lane**
  - Encourages Speeding

- **Lack of Markings**
  - No dedicated space for cyclists

Existing

- 34’ Combined Travel/Parking Lane

34’
Knickerbocker Ave, Irving Ave
Proposed Design

**Proposed**

- **Standard Width Travel Lane**
  - **Calm traffic**

- **Bike Lanes**
  - **Provide dedicated space for cyclists**
  - **Increase predictability of cyclist location**

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

Total length: 34’
Knickerbocker Ave
Existing Conditions—Flushing Ave to Melrose St

Lack of Markings
- No dedicated space for cyclists

Wide Travel Lane
- Encourage speeding
Knickerbocker Ave
Proposed Design – Flushing Ave to Melrose St

- **Intersection markings**

- **Dedicated Left Turn Lane**
  - Clearly designates space for turning vehicles

- **Bike Lanes**
  - Provide dedicated space for cyclists
  - Increase predictability of cyclist location
Knickerbocker Ave
Existing Conditions - Harman St to Bleecker St

Elevated Train Columns
- Confusion around elevated train column

Lack of Markings
- No dedicated space for cyclists
- Potential for sideswiping parked vehicle

Previous Safety Improvements
Concrete curb extension
- New pedestrian space
- Access to subway
- Calms traffic

Parking
- Existing nearby parking lots provide alternatives to these spots
Knickerbocker Ave
Proposed Design - Harman St to Bleecker St

Markings
Guide drivers away from elevated train columns

Through and Right Turn Lane
- Clearly designates vehicular movements

Dedicated Left Turn Lane
- Clearly designates space for turning vehicles

Bike Lanes
- Provide dedicated space for cyclists
- Increase predictability of cyclist location

Bike Lane
- Guides cyclists through challenging intersection

Trade-off:
improved intersection for four parking spots
Irving Ave
Existing Conditions– Menahan St to Linden St

Desired Pedestrian Crossing

Elevated Train Columns

Existing Day lighting
Irving Ave
Proposed Design – Menahan St to Linden St

New Crosswalk

Intersection markings
- Guide cyclists around train columns

Previous Safety Improvement
- Day lighting

Bike Lanes
- Provide dedicated space for cyclists
- Increase predictability of cyclist location
Jefferson Ave/Cornelia St, Hancock St
Existing Conditions

30’ Wide
- Mixed-use (residential & commercial)
- 1-way street
- Curbside parking lanes
Existing

Lack of Markings
- No dedicated space for cyclists
- Invites speeding

30’ Combined Travel/Parking Lane
Proposed Design

Bike Lanes
- Increase predictability of cyclist location
- Dedicated space for cyclists

7’ 6” Parking Lane
10’ Travel Lane
5’
7’ 6” Parking Lane

30’
Summary of Benefits

- **Improves Safety**
  - Provides dedicated space for cyclists
  - Discourage speeding

- **Improves Mobility**
  - Build network in Bushwick
  - Opportunities to expand network beyond neighborhood
Future Bicycle Routes

2017 Priorities:
- Build out western network
- Low impact
- Local circulators
- Connection to Highland Park
- Steering committee will work to determine routes
Questions?
nyc.gov/dot

Thank You