EAST NEW YORK
SAFETY IMPROVEMENTS & BICYCLE NETWORK
FOUNTAIN AVE, HINDSAIL ST, SNEDIKER AVE

June 26, 2017
PRESENTATION OVERVIEW

Background

Community Engagement

Project Proposals

Summary
East New York Community Bike Network

- Existing bicycle network implemented from 2013 to 2015
- Developed through a multi-year community outreach process, including community workshops
- Increased safety for all street users with pedestrians and cyclists receiving the biggest safety gains

Dumont Ave - Before

Dumont Ave - After
Bike Lane Projects Increase Safety for All Road Users

- Markings organize roadway
- Standard width lanes discourage speeding
- Bike lanes provide dedicated space for cyclists and increase predictability of cyclist location for drivers and pedestrians
- Upgraded crosswalks improve visibility and pedestrian safety
Bike Lanes Improve Safety for All Road Users

Before vs After

27+ lane miles
of bike facilities installed
in CB 5 and CB 16
2013-2016

15% reduction in crashes
with injuries
on streets where
bike facilities were added

All Bicycle Facilities Installed in Brownsville and East New York 2013 - 2015: Before vs. After

-15% reduction in crashes with injuries on streets where bike facilities were added

Bicycle lane projects include the following: With three years of after data are Mother Gaston Blvd (Liberty-Linden), Pitkin Ave (Howard-Powell), Hendrix St (Liberty-New Lots), Schenck Ave (Liberty-New Lots), New Lots Ave (Hegeman-Dumont), Pennsylvania Ave (Linden-Seaview); with two years of after data are Van Siclen Ave (New Lots-Vandalia), Vandalia Ave (Van Siclen-Pennsylvania), Thomas Boyland St (Hegeman-Pacific), Saratoga Ave (East New York-Newport); with one year of after data are Pitkin Ave (Powell-Fountain), Blake Ave (Saratoga-Fountain), Dumont Ave (Snediker-Fountain). Source: NYPD AIS/TAMS Crash Database
East New York Bike Network – Proposed Expansion

Additional outreach conducted from Summer 2016 – Winter 2017

Potential projects presented to CB 5 Transportation Committee in February 2017

Project specific community outreach in collaboration with CB 5 May – June 2017

Quote of the Day from June Outreach:
“There are a lot of trucks that pass by here, we need safer streets.”
Proposed New Projects

1. **Hinsdale St / Snediker Ave**
   - Connects to existing bike routes on Liberty, Pitkin, Blake, Dumont, and New Lots Aves
   - Best option for crossing Linden Blvd
   - Makes a neighborhood street connection to Canarsie from East New York
   - Useful bike connection for cyclists west of the L train cut

2. **Fountain Ave**
   - Creates a protected bike lane that connects to existing neighborhood bike routes on Pitkin, Blake, and Dumont Aves
   - Connects to the recently installed protected lane on Loring Ave
   - Direct connection to the Jamaica Bay Greenway
HINSDALE ST & SNEDIKER AVE

- Standard width travel lane accommodates all vehicles, improves predictability, easier for pedestrians to cross

- Bike lane creates dedicated, predictable space for cyclists, separate from moving vehicles, discourages sidewalk riding to reduce pedestrian conflicts

- Re-design of roadway has no parking loss and no impact on vehicle capacity.
Fountain Ave is a wide street with low traffic volumes, which is conducive to speeding.

73% of northbound and 63% of southbound vehicles are speeding.
# FOUNTAIN AVE: Safety Data

## Fountain Av – Dumont Av to Seaview Av, BK
### Injury Summary, 2010 – 2014 (5 years)

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<tr>
<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<td>Pedestrian</td>
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<td>2</td>
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<tr>
<td>Bicyclists</td>
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<td>0</td>
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<td>0</td>
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<td>Motor Vehicle Occupant</td>
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<td>5</td>
<td>0</td>
<td>5</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>270</strong></td>
<td><strong>7</strong></td>
<td><strong>0</strong></td>
<td><strong>7</strong></td>
</tr>
</tbody>
</table>

**Fatalities, 01/01/2010 – 2/27/2017 : None**
EXISTING CONDITIONS

- Wide roadway creates disorganized street, increasing potential for turning conflicts
- Long crossing distances for pedestrians
- No dedicated space for cyclists despite connections to existing bike lanes on Blake Ave, Dumont Ave and Pitkin Ave
Proposal
- Narrow the roadway to reduce crossing distances and calm traffic
- Create a bike lane protected by parked cars
- Remove four parking spaces to improve pedestrian and cyclist visibility at intersections
Protected Bike Lanes

- Protected bike lanes place the parking lane outside the bike lane
- People biking are protected by the row of parked cars
- Pedestrians have a shorter distance when crossing the street

On other corridors with protected bike lanes, injuries across all road users have dropped by 20%
EXISTING CONDITIONS

- Relatively low vehicle volumes compared to roadway capacity
- Approximately 400-600 vehicles per hour during AM and PM peaks
- Long crossing distances for pedestrians

Source: Radar speed study taken on April 27, 2017 btw. Stanley Ave and Wortman Ave on Fountain Ave
Proposal

• Remove one travel lane in each direction to calm traffic and organize the roadway
• Reduce crossing distances for pedestrians
• Install a parking protected bicycle lane to improve the cycling experience on Fountain Ave while providing better access to the Jamaica Bay Greenway from residential areas of the neighborhood
• Remove 18 parking spaces to improve pedestrian and cyclist visibility at intersections
FOUNTAIN AVE: At Linden Blvd

Existing

- Lack of turn lanes allows for disorganized arrangement of queuing vehicles

Proposed

- Turn lanes organize vehicles while also allowing cyclists a dedicated space
Proposal
- Continue bike lane eastbound only on Sutter Avenue from Fountain Avenue
- Install shared lanes north of Sutter Ave on Fountain Ave and Pine St to connect to a five block extension of the Pitkin Ave bike lane
SUMMARY OF BENEFITS

Pedestrian Safety Improvements:
Refuge islands, neck downs, high visibility crosswalks
- Create shorter, safer pedestrian crossings
- Improve alignment at intersections
- Discourage drivers from encroaching into crosswalk

Roadway Corridor Markings

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

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

THANK YOU!