FRANKLIN ST, QUAY ST GREENWAY CONNECTOR

Presentation to Brooklyn Community Board 1

February 11, 2020
Brooklyn Waterfront Greenway Connector

PRESENTATION OVERVIEW

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2. Proposal
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Background
KENT AVENUE, FRANKLIN ST, WEST ST

Timeline

- **2009** Brooklyn Waterfront Greenway implemented on Kent Ave (Williamsburg St West to N 14th St)
- **2013** Upgraded Kent Ave South bike lanes (Williamsburg St West to Clymer St) creating on-street protected path
- **2014** Installed pedestrian improvements on Kent Ave at N. 8th St, N. 9th St to improve access to East River State Park
- **2020** West St greenway to be completed
Proposal
PROJECT LOCATION & GOALS

Creates new bike network connection, closes gap between greenway and parks

Extends greenway experience to increase cyclist safety and comfort

Connects neighborhoods to parks, recreation, waterfront destinations:

- East River State Park
- Bushwick Inlet Park
- WNYC Transmitter Park
- NYC Ferry
EXISTING CONDITIONS & ISSUES

Commercial, industrial corridor with edge condition

- Gap in the protected bike lane network between Kent Ave two-way bike path and West St two-way path
- Challenging transition from Kent Ave to Franklin Ave with increased bicycle volumes along a truck route
- Limited eastbound access from West St - Quay St and Calyer St are westbound
Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.

Source: NYPD AIS/TAMS Crash Database

Proposal

Safety – Complete Street Redesign

Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

Injuries to cyclists increase only 3%, despite a 61% bike volume increase

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017

Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.

Source: NYPD AIS/TAMS Crash Database
**Proposal**

**PROJECT LOCATION**

**Overview**

**Project Segments**

1. Kent Ave: N 13th St to N 14th St
2. Franklin St: N 14th St to N 15th St
3. Franklin St: N 15th St to Quay St
4. Quay St: Franklin St to West St

**Project Goals**

- Close gaps in bicycle network
- Extend greenway
- Improve access to parks
- Improve safety for all road users
Proposal

KENT AVE: N 13th St to N 14th St
Parking Protected Two-way Bike Lane

- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and parked cars
- Maintain all travel lanes and capacity for turns

Existing Conditions

Proposed Design
Proposal

Franklin St: North 14th St to North 15th St / Meserole Ave

Parking Protected Two-way Bike Lane

- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and parked vehicles
- Maintain all travel lanes, shift parking from curb

Existing Conditions

Proposed Design
Proposal

Franklin St: Meserole Ave to Quay St
Barrier Protected Two-way Bike Lane

- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and vertical barriers
- Maintain all travel lanes, remove 7 spaces on west curb

Existing Conditions

Proposed Design

LEGEND

- Proposed Route
- Other Proposed
- Existing Bicycle Facilities
- Protected Path
- Bicycle Lane
- Shared Lane
- Signed Route
Proposal

4 Quay St: Franklin St to West St
Delineator-Protected Two-way Bike Lane

- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and vertical delineators
- Maintain travel lane, remove parking on south side

Existing Conditions

South Sidewalk

22’ Shared Travel / Parking Lane

8’ Parking Lane

North Sidewalk

30’
Making It Work
LOADING AND CURB ACCESS

Driveways

• Driveway access is maintained and indicated with markings

Curb Access

• Design preserves loading and access, shifting parking to the east curb

Curb Management Tools

• Potential for loading zones, parking regulation changes for curb access, pickup/drop-off
CURB MANAGEMENT, PARKING UPDATES

• MTA to consolidate B32 stop on west curb of Franklin (Meserole Ave to Quay St)

• Project results in 0 net loss of parking spaces
  • Franklin St (N 14 St to N 15 St): Add 3 new floating parking spaces
  • Kent Ave (N 13 St to N 14 St): Add 5 new floating parking spaces
  • Meserole St (Franklin St to Banker St): Add 10 new parking spaces to south curb

Parking totals are approximate and subject to final engineering review.
Summary
Summary

Improved Bike Safety and Access to Brooklyn Waterfront Greenway

Project Benefits

Reduce conflicts, increases safety
- **Separate bikes** from moving vehicles - reduce conflicts between bicycles, pedestrians, vehicles, trucks
- Increase **predictability** of cyclist location for drivers and pedestrians

Create new neighborhood amenity
- **Create** new two-way protected bicycle lane to connect to greenway, **improve access** to waterfront destinations
- Provide **comfortable** space for cyclists of varied ages and experience levels
- Encourage **physical activity** – recreational bike rides, walking, jogging
THANK YOU!

Questions?