



FRANKLIN ST, QUAY ST GREENWAY CONNECTOR

Presentation to Brooklyn Community Board 1
Transportation Committee

January 2020



PRESENTATION OVERVIEW

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2. Proposal
3. Making It Work
4. Summary



Background

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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

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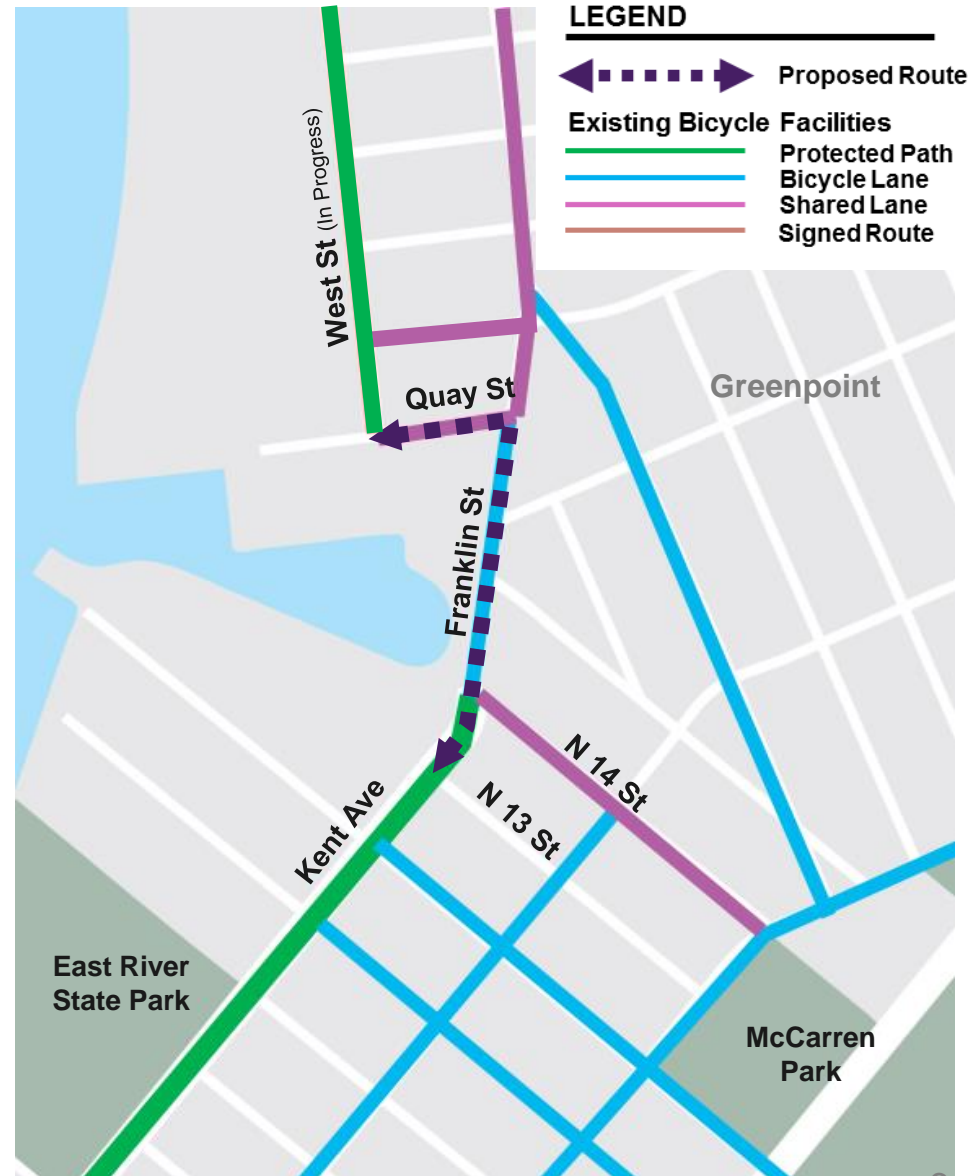
PROJECT LOCATION & GOALS

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



Safety – Complete Street Redesign

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

-15% drop in all crashes with injuries

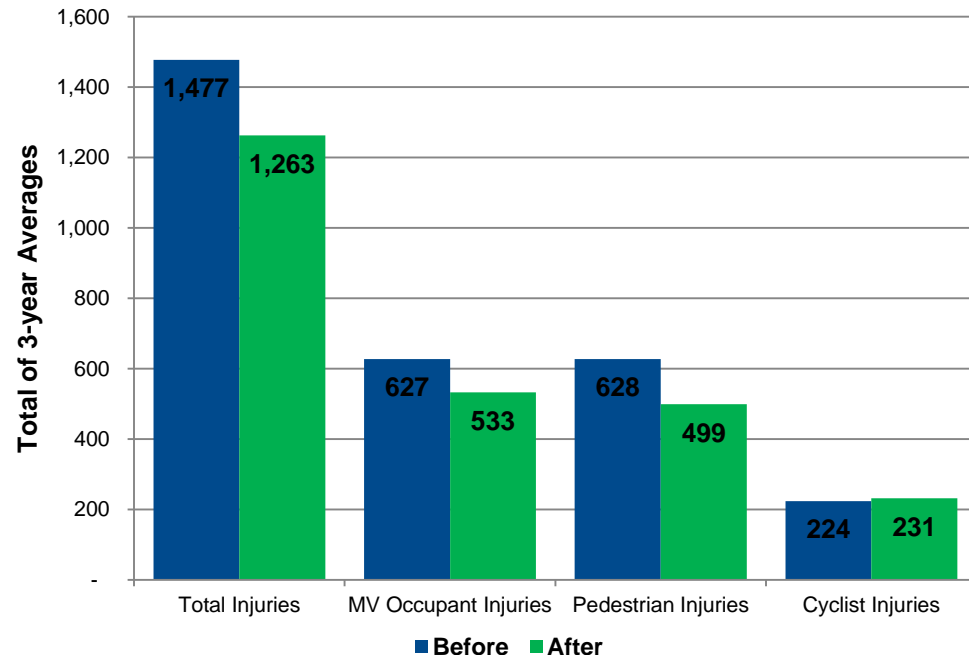
-21% drop in pedestrian injuries

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

PROJECT LOCATION

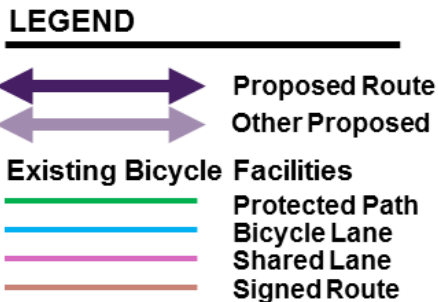
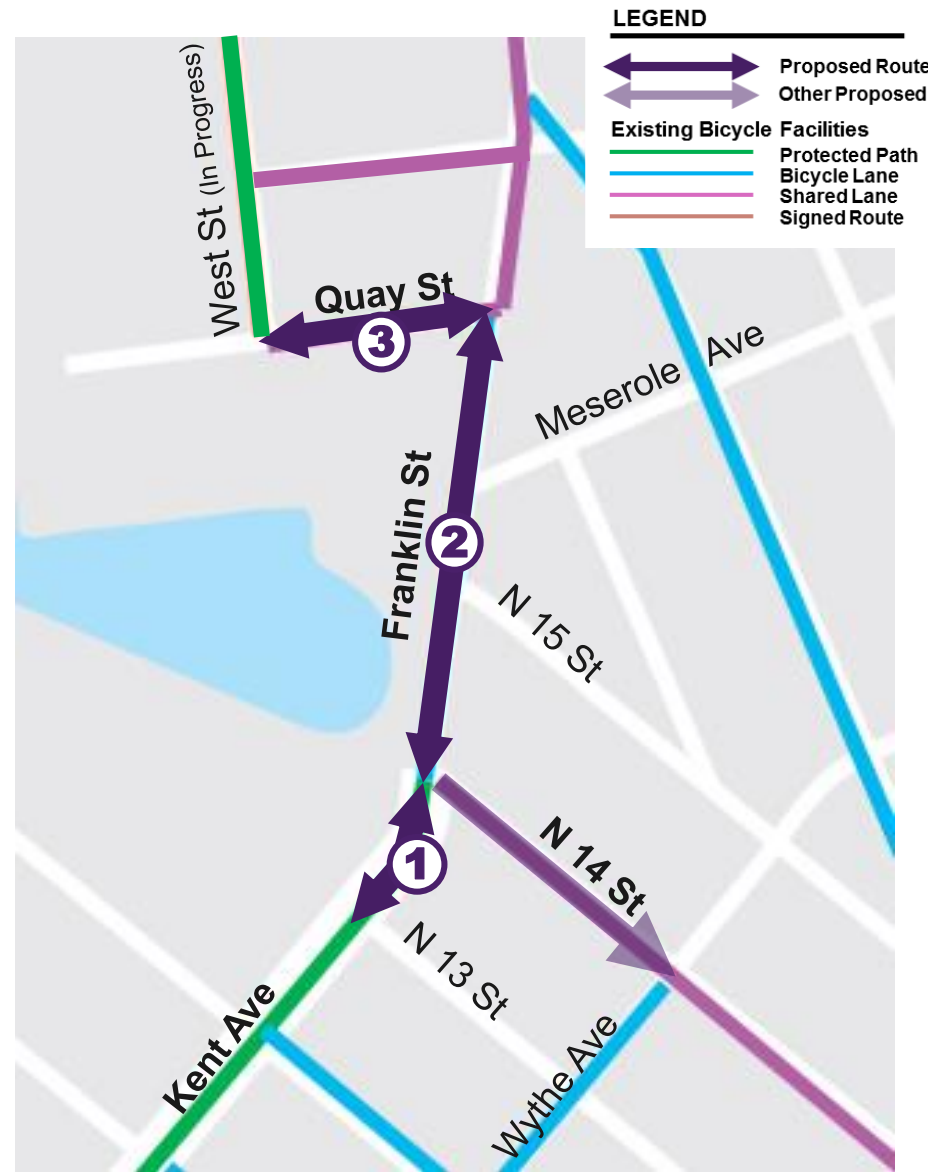
Overview

Project Segments

- ① Kent Ave: N 13th St to N 14th St
- ② Franklin St: N 14th St to Quay St
- ③ Quay St: Franklin St to West St

Project Goals

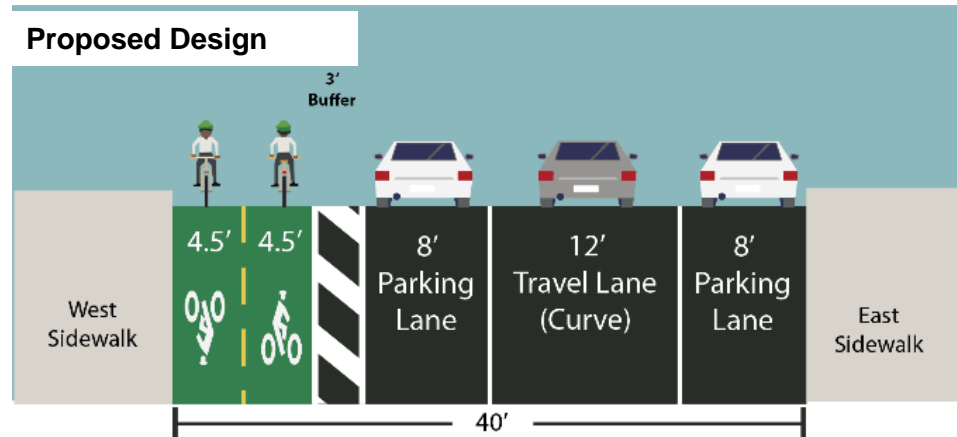
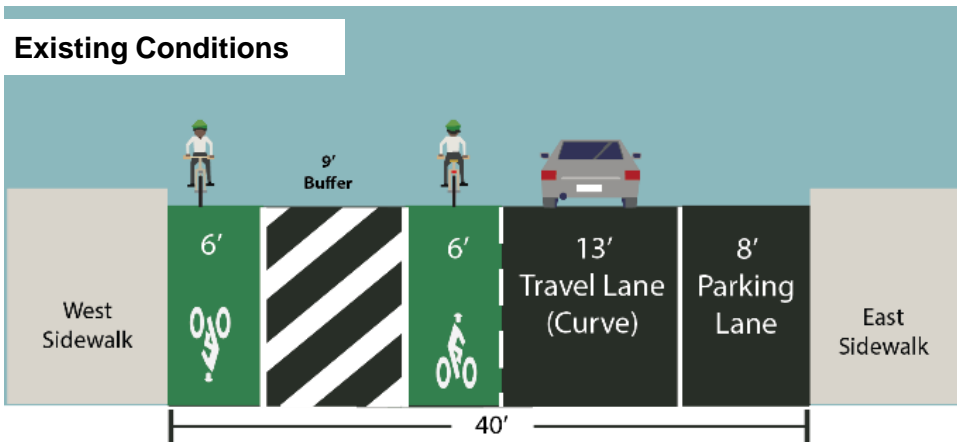
- Close gaps in bicycle network
- Extend greenway
- Improve access to parks
- Improve safety for all road users



① KENT AVE: N 13th St to N 14th St

Parking Protected Two-way Bike Lane

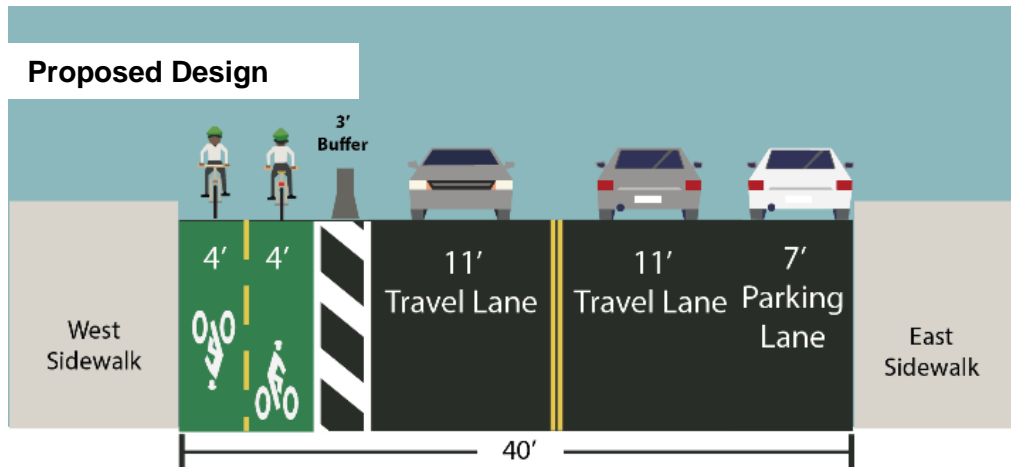
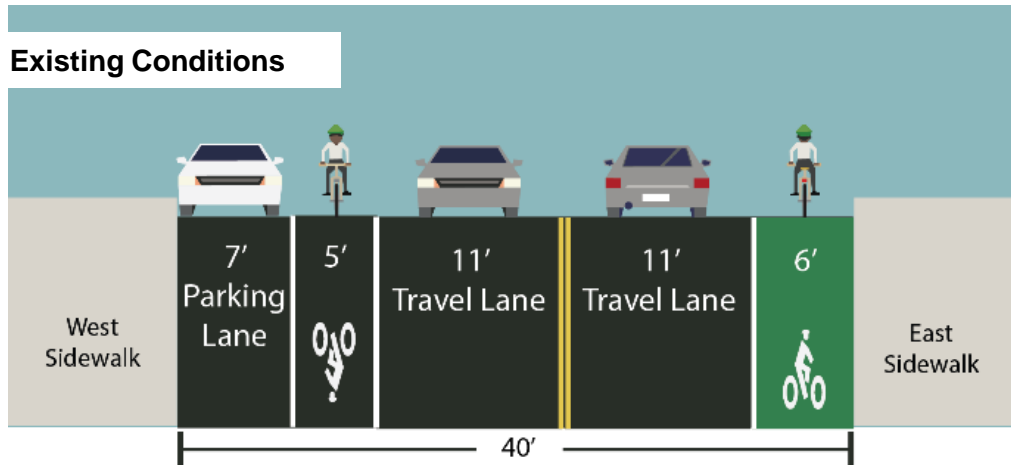
- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and parked cars
- Maintain all travel lanes and capacity for turns



② Franklin St: North 14th St to Quay St

Barrier Protected Two-way Bike Lane

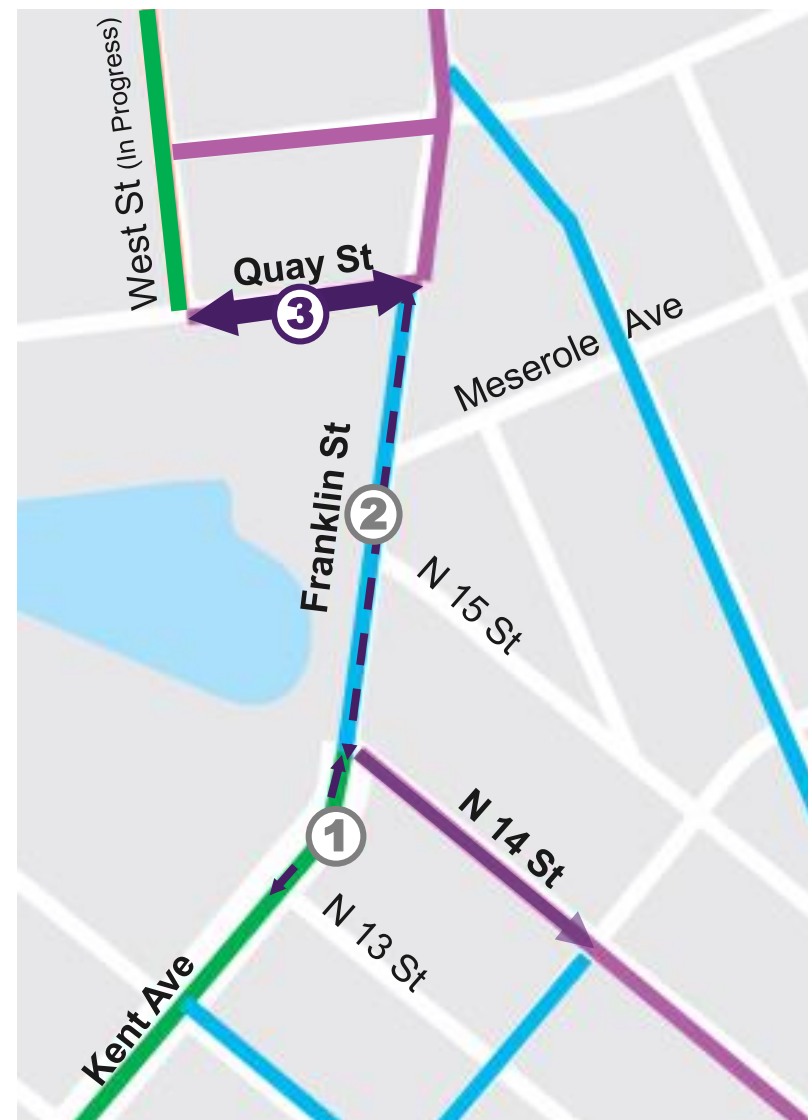
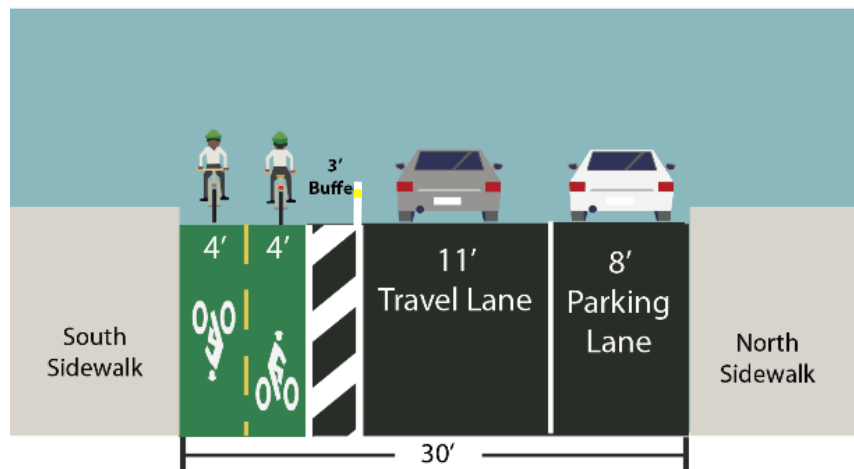
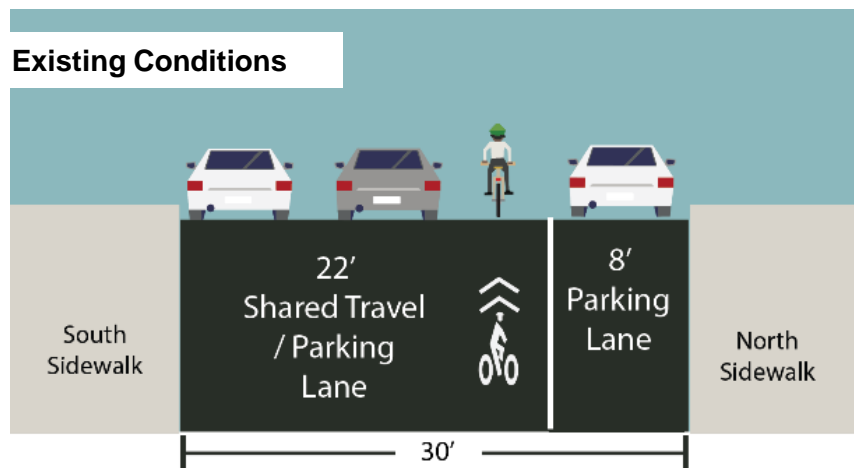
- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and vertical barriers
- Maintain all travel lanes, relocate parking to east curb



③ 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



Making It Work

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LOADING AND CURB ACCESS

Driveways

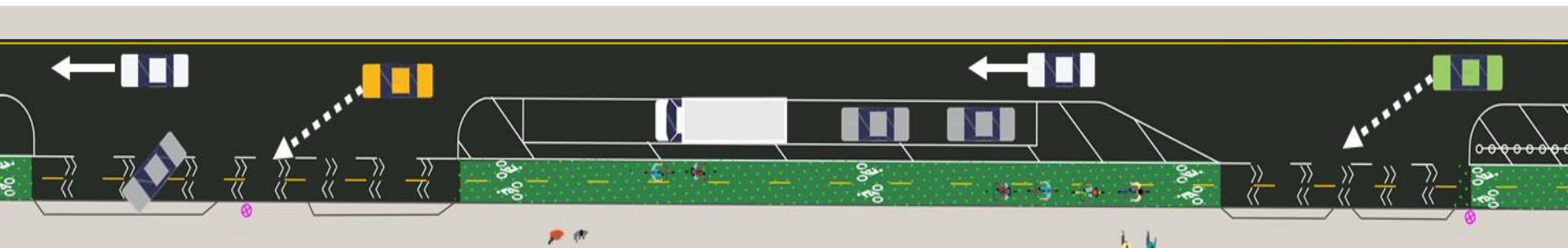
- Driveway access is maintained and indicated with markings

Curb Access

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

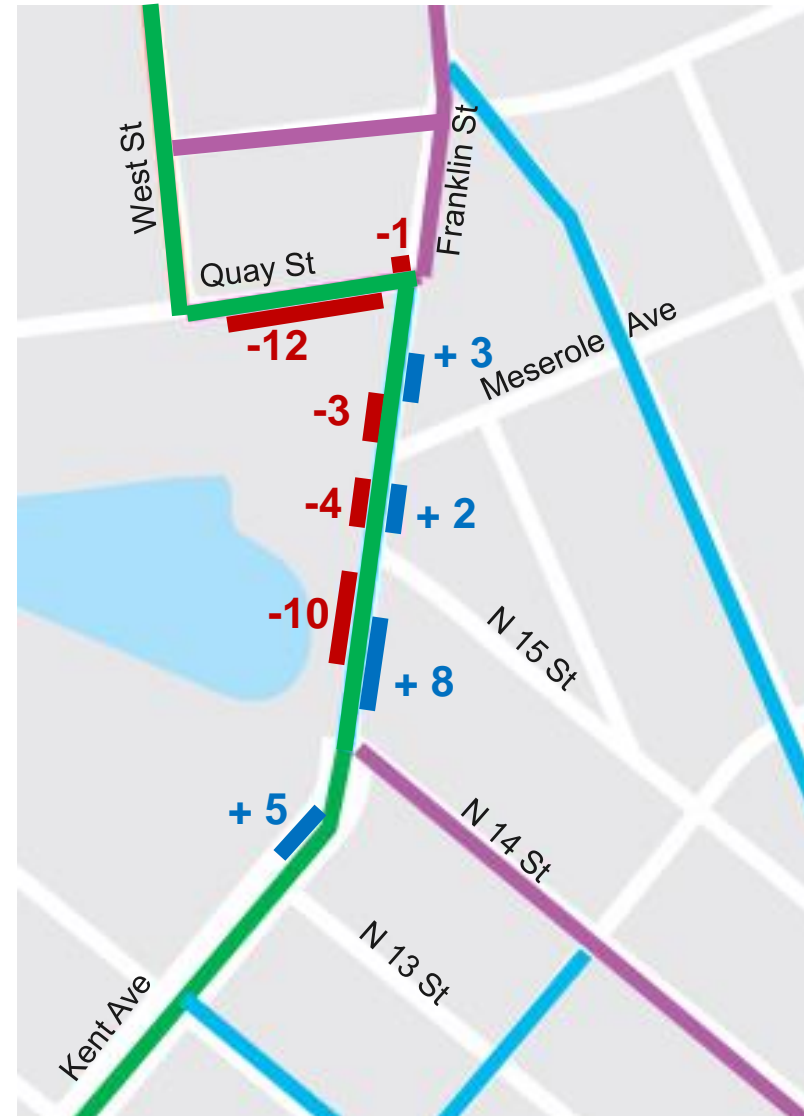
Curb Management Tools

- 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)
- Proposal repurposes a net total of approximately 15 parking spaces
 - *Franklin St (N 14 St to Quay St): relocate parking spaces from west curb to east curb where feasible*
 - *Kent Ave (N 13 St to N 14 St): Add new floating parking to west curb where feasible*



Parking totals are approximate and subject to final engineering review

Summary

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Improved Bike Safety and Access to Brooklyn Waterfront Greenway

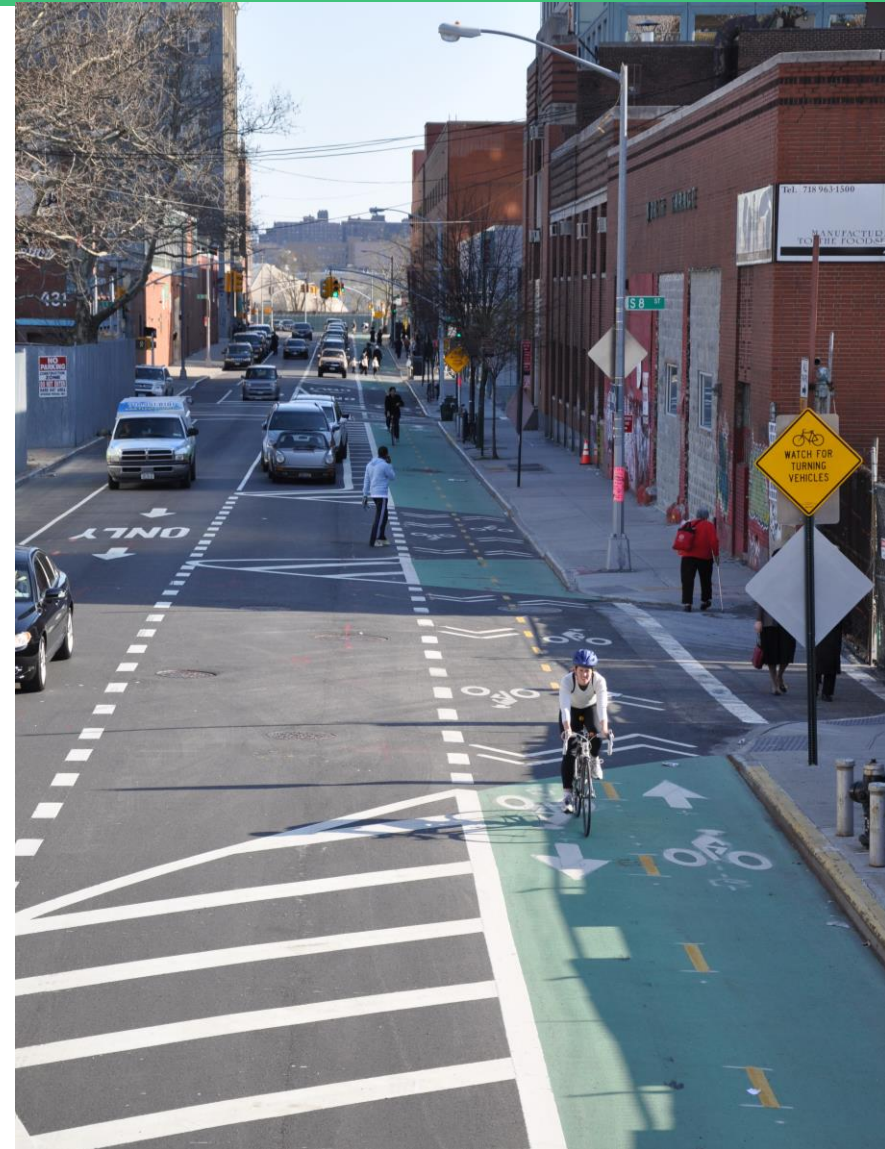
Project Benefits

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?



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