



# FRANKLIN ST, QUAY ST GREENWAY CONNECTOR

Presentation to Brooklyn Community Board 1

March 4, 2020



# PRESENTATION OVERVIEW

1. Background
2. Proposal
3. Making It Work
4. Summary



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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 14<sup>th</sup> 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. 8<sup>th</sup> St, N. 9<sup>th</sup> St to improve access to East River State Park
- **2020** West St greenway to be completed



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Proposal

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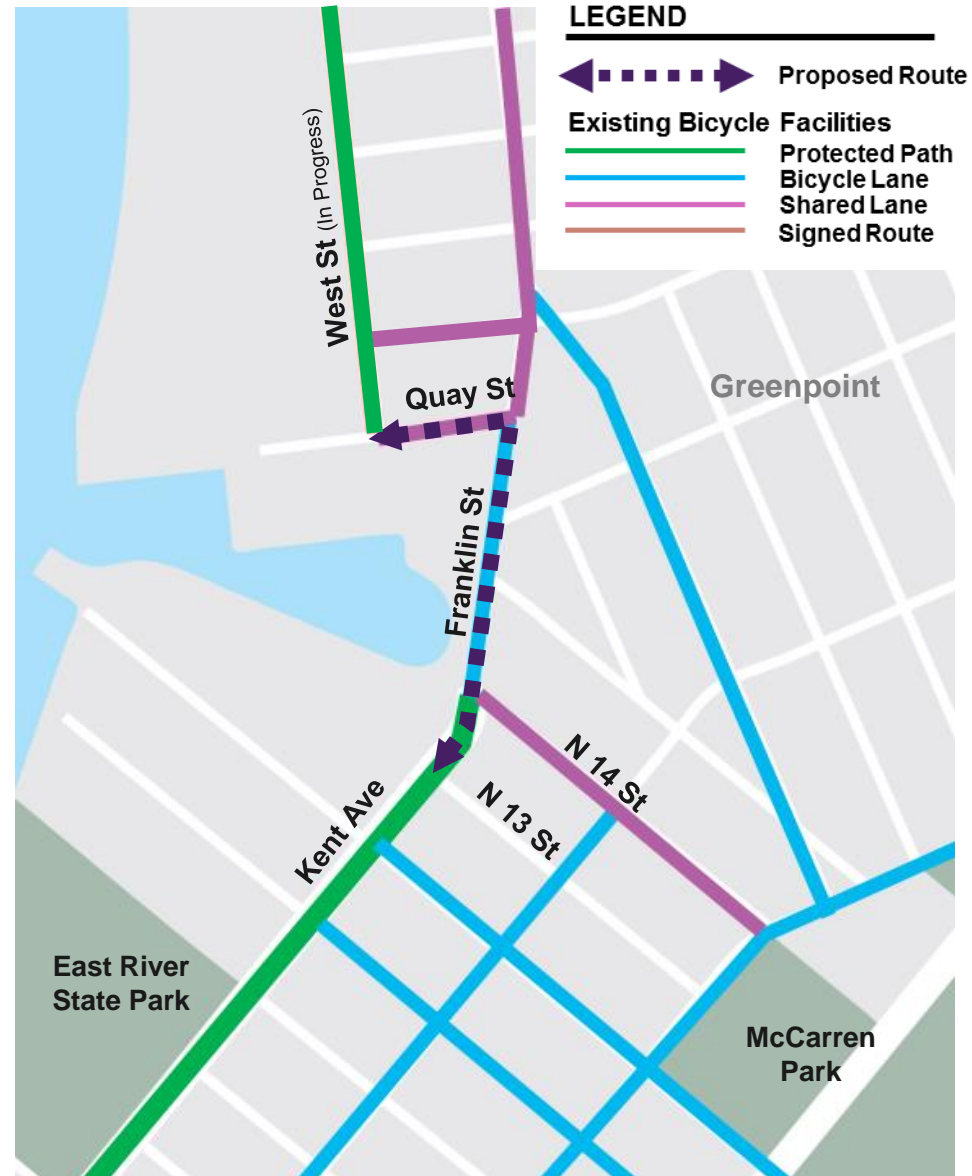
# PROJECT LOCATION & GOALS

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

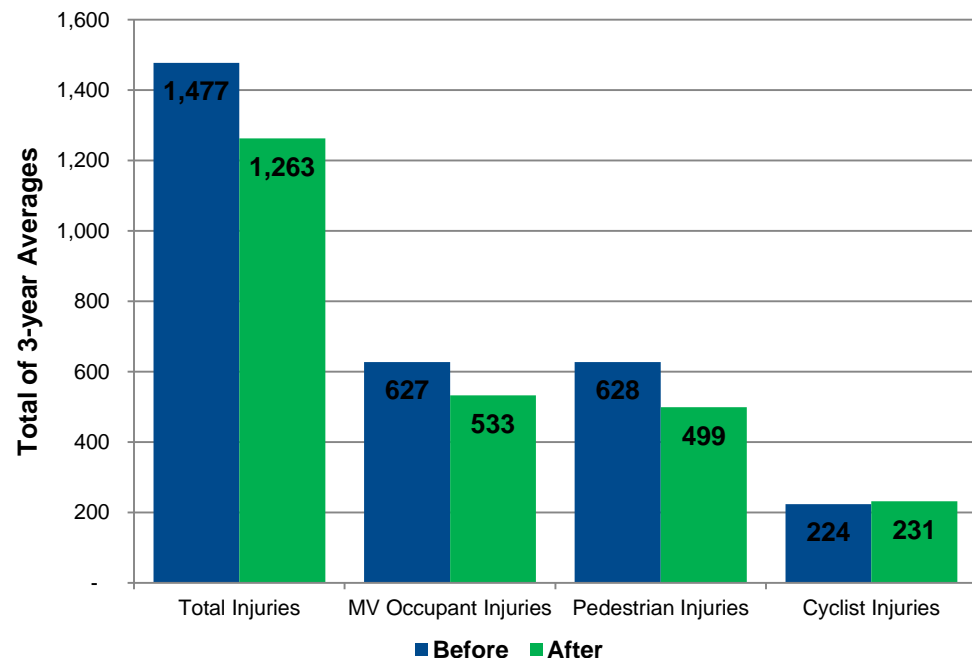
**-21%** drop in pedestrian injuries

*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

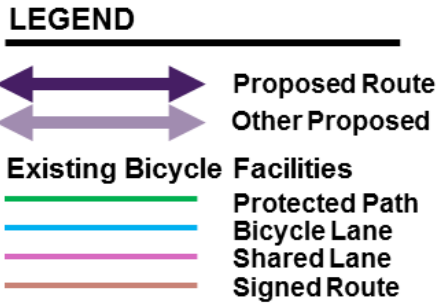
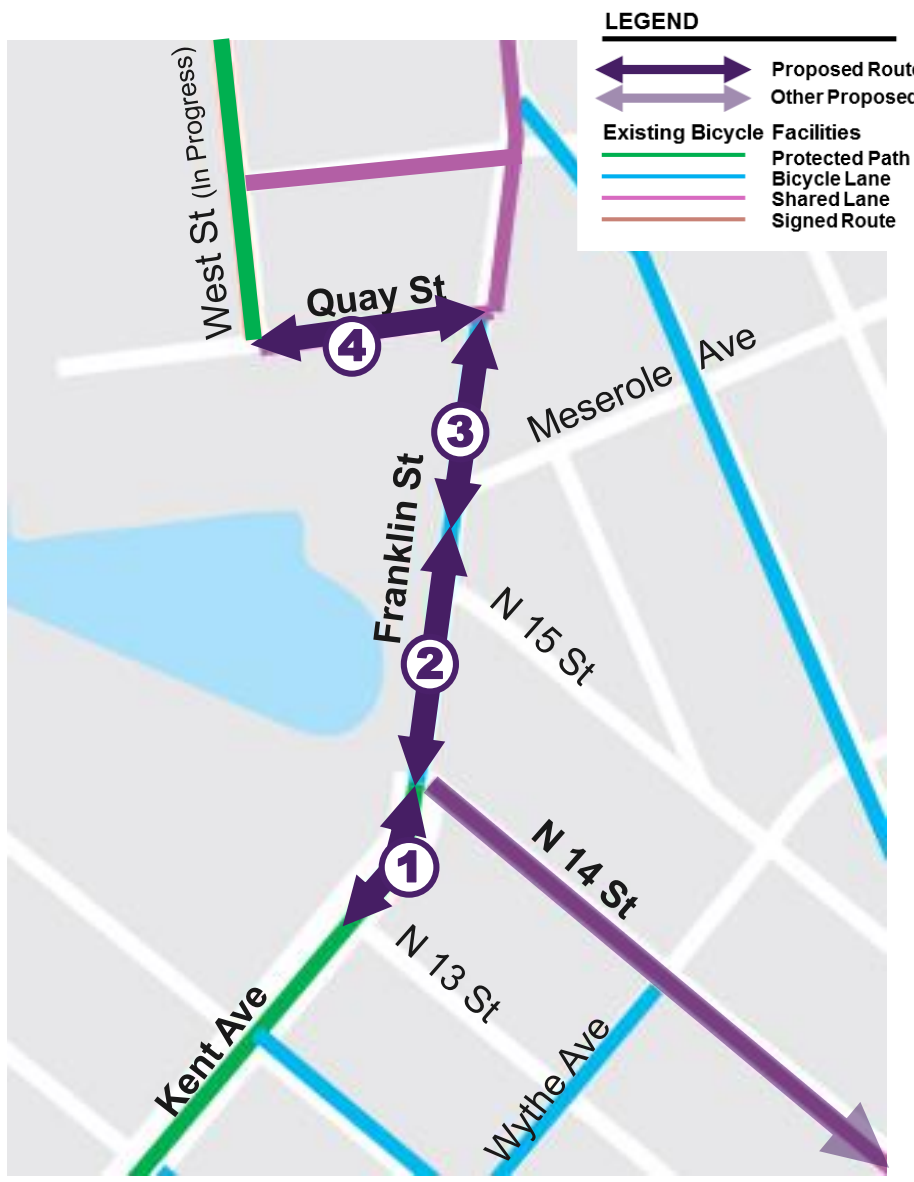
## Overview

### Project Segments

- ① Kent Ave: N 13<sup>th</sup> St to N 14<sup>th</sup> St
- ② Franklin St: N 14<sup>th</sup> St to N 15<sup>th</sup> St
- ③ Franklin St: N 15<sup>th</sup> St to Quay St
- ④ Quay St: Franklin St to West St

### Project Goals

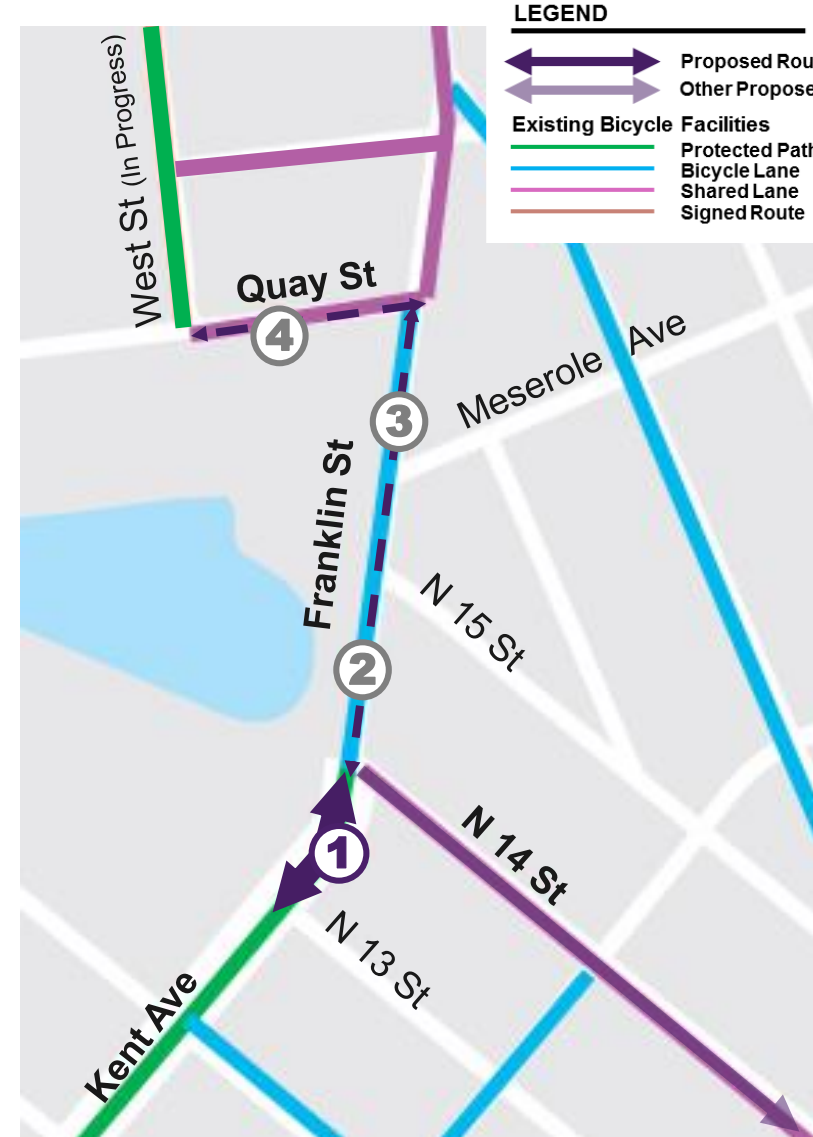
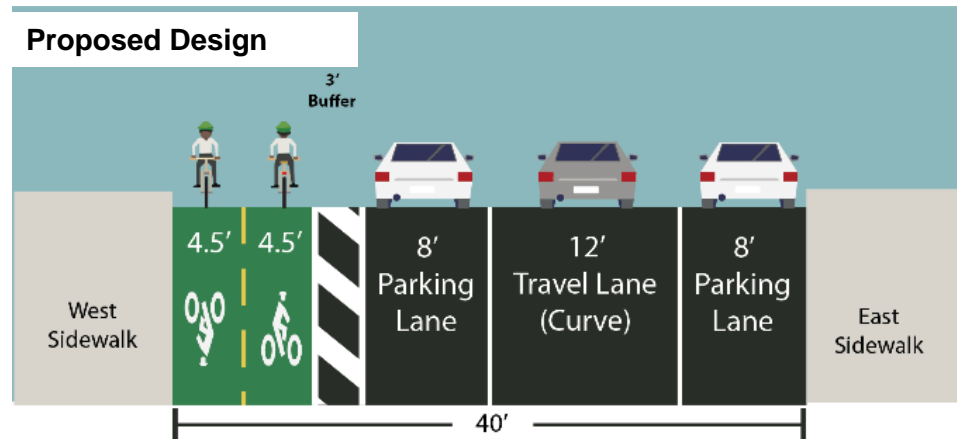
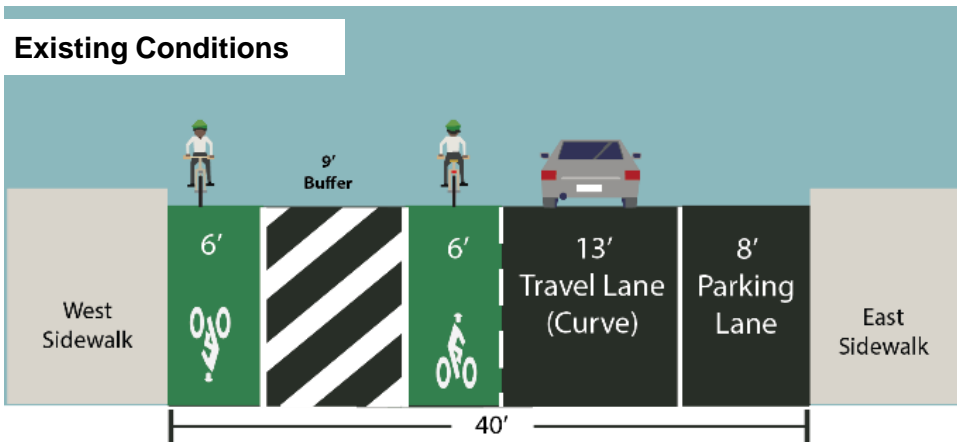
- Close gaps in bicycle network
- Extend greenway
- Improve access to parks
- Improve safety for all road users



# ① KENT AVE: N 13<sup>th</sup> St to N 14<sup>th</sup> St

## Parking Protected Two-way Bike Lane

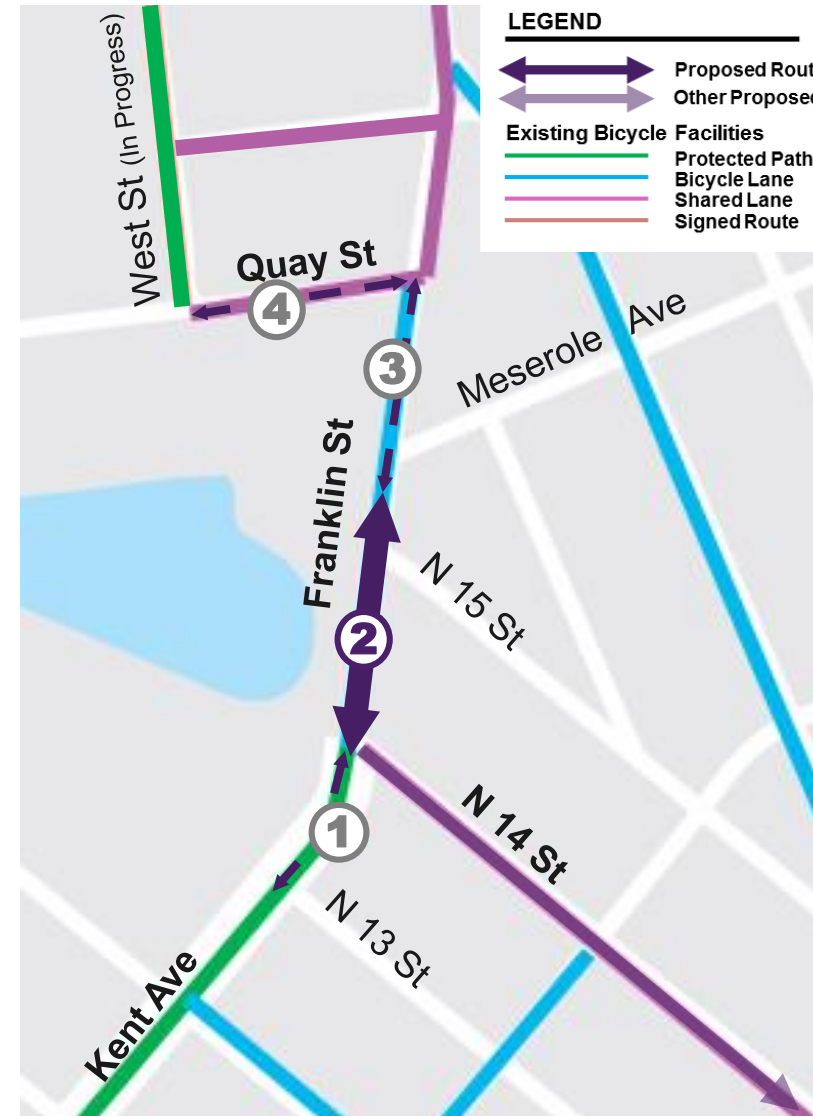
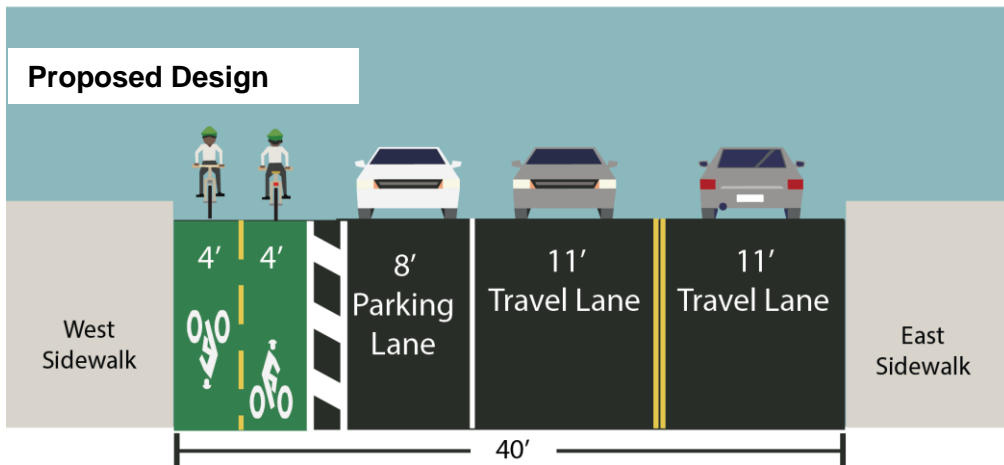
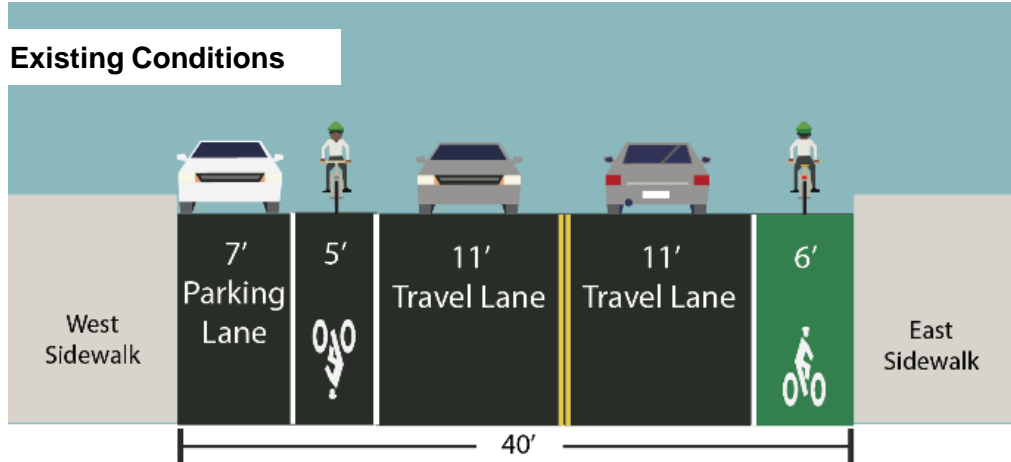
- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and parked cars
- Maintain all travel lanes and capacity for turns



## ② Franklin St: North 14<sup>th</sup> St to North 15<sup>th</sup> St / Meserole Ave

### Parking Protected Two-way Bike Lane

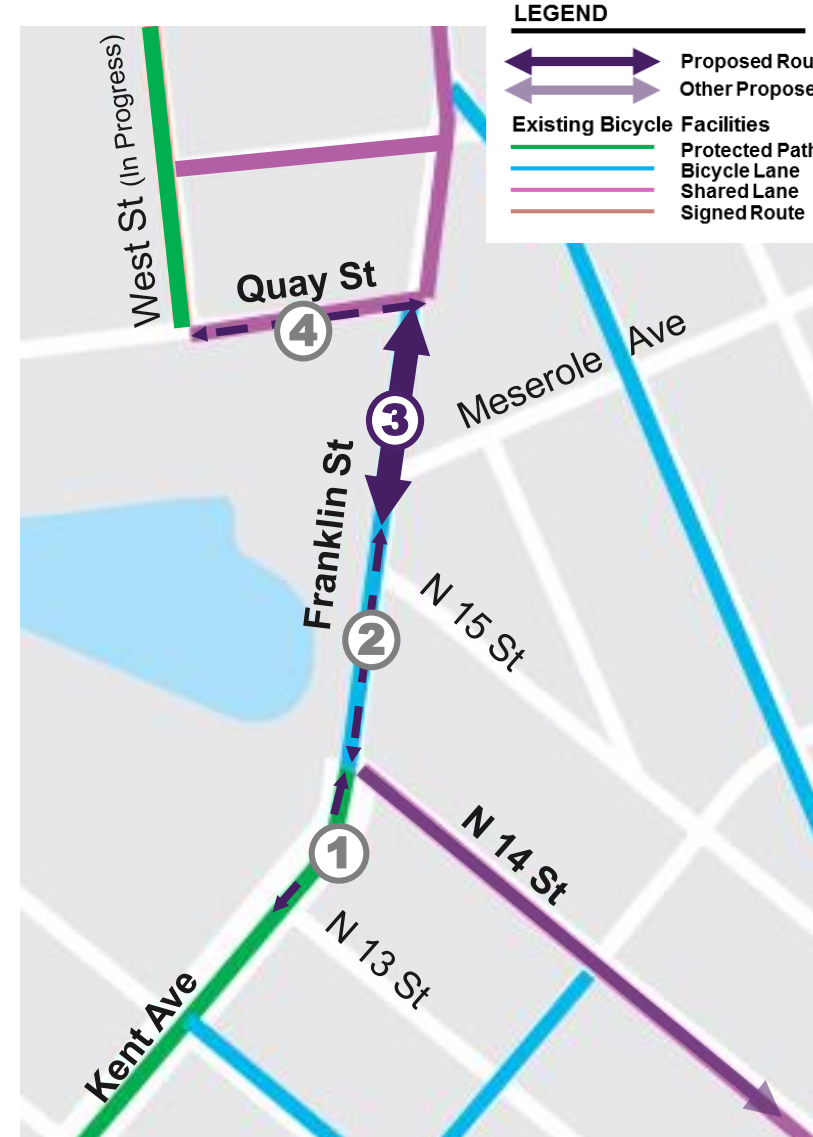
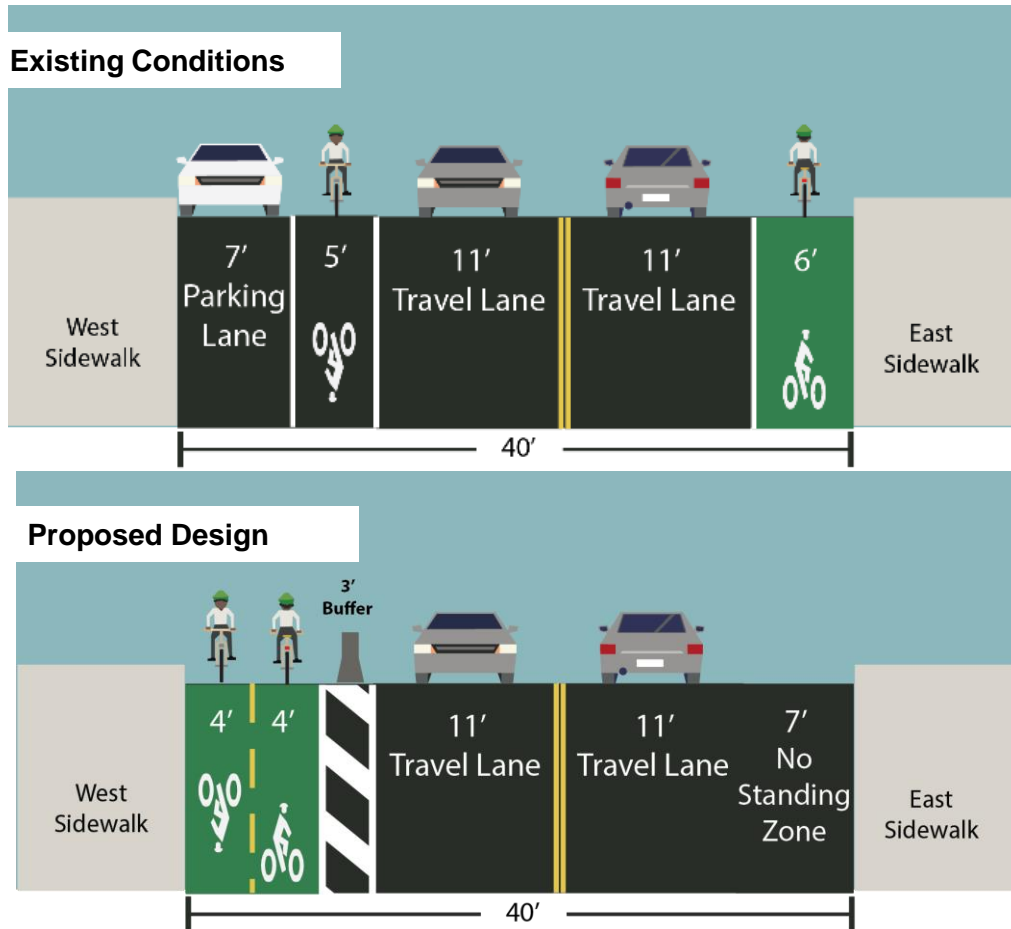
- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and parked vehicles
- Maintain all travel lanes, shift parking from curb



### ③ Franklin St: Meserole Ave to Quay St

#### Barrier Protected Two-way Bike Lane

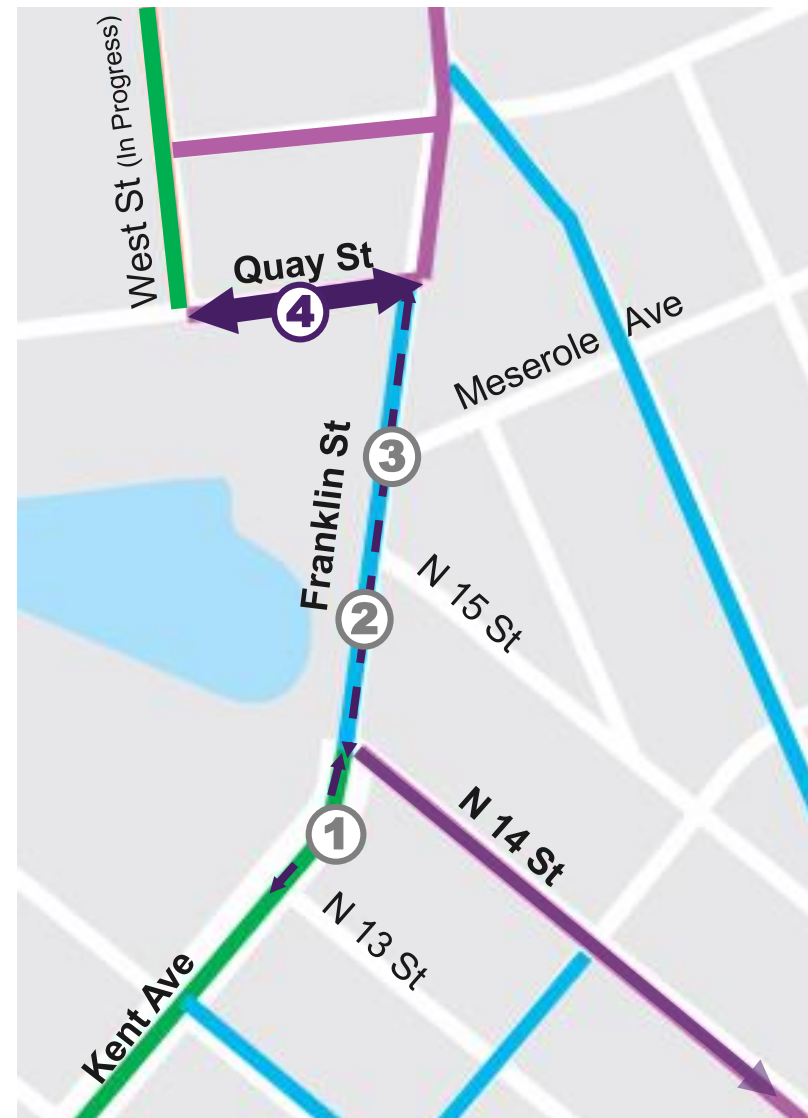
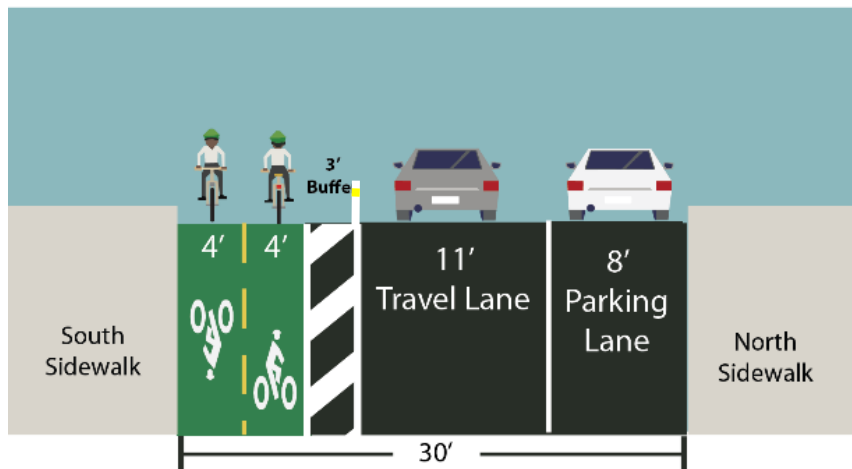
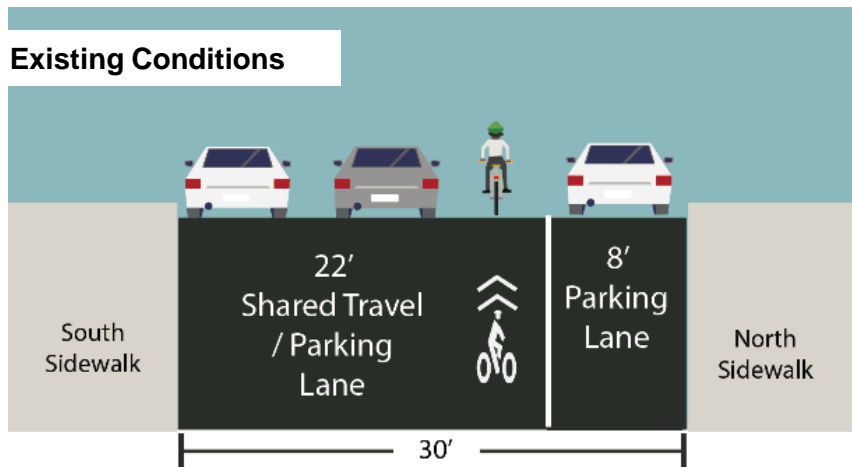
- Separate cyclists from pedestrians and vehicles
- Cyclists protected by buffer and vertical barriers
- Maintain all travel lanes, remove 7 spaces on west curb



# 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



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Making It Work

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# LOADING AND CURB ACCESS

## Driveways

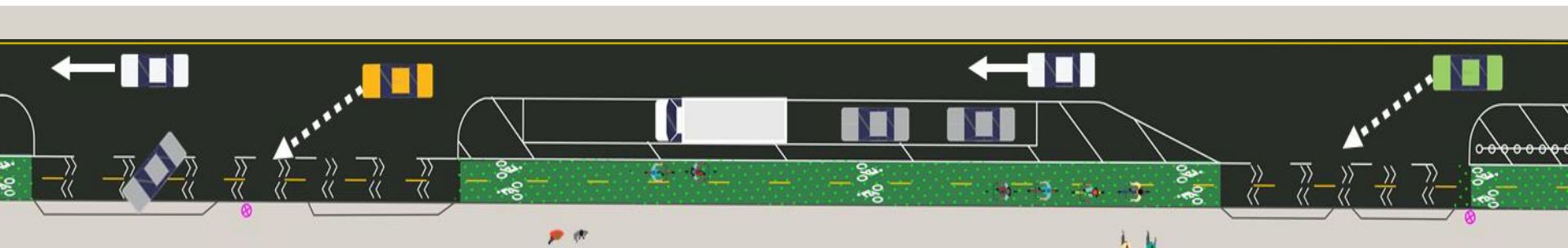
- Driveway access is maintained and indicated with markings

## Curb Access

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




## Curb Management Tools

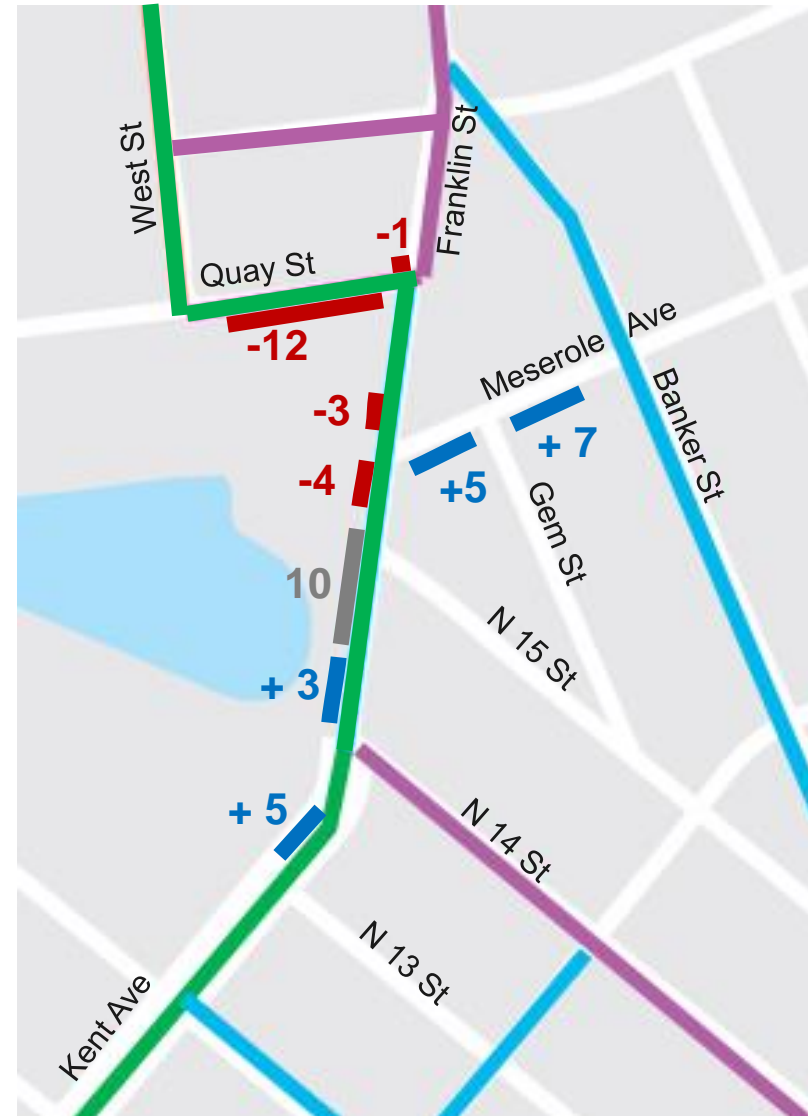
- Potential for loading zones, parking regulation changes for curb access, pickup/drop-off



# CURB MANAGEMENT, PARKING UPDATES

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

-  *New spaces*
-  *Spaces to be removed*
-  *No change to existing spaces*



*Parking totals are approximate and subject to final engineering review*



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Summary

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# Improved Bike Safety and Access to Brooklyn Waterfront Greenway

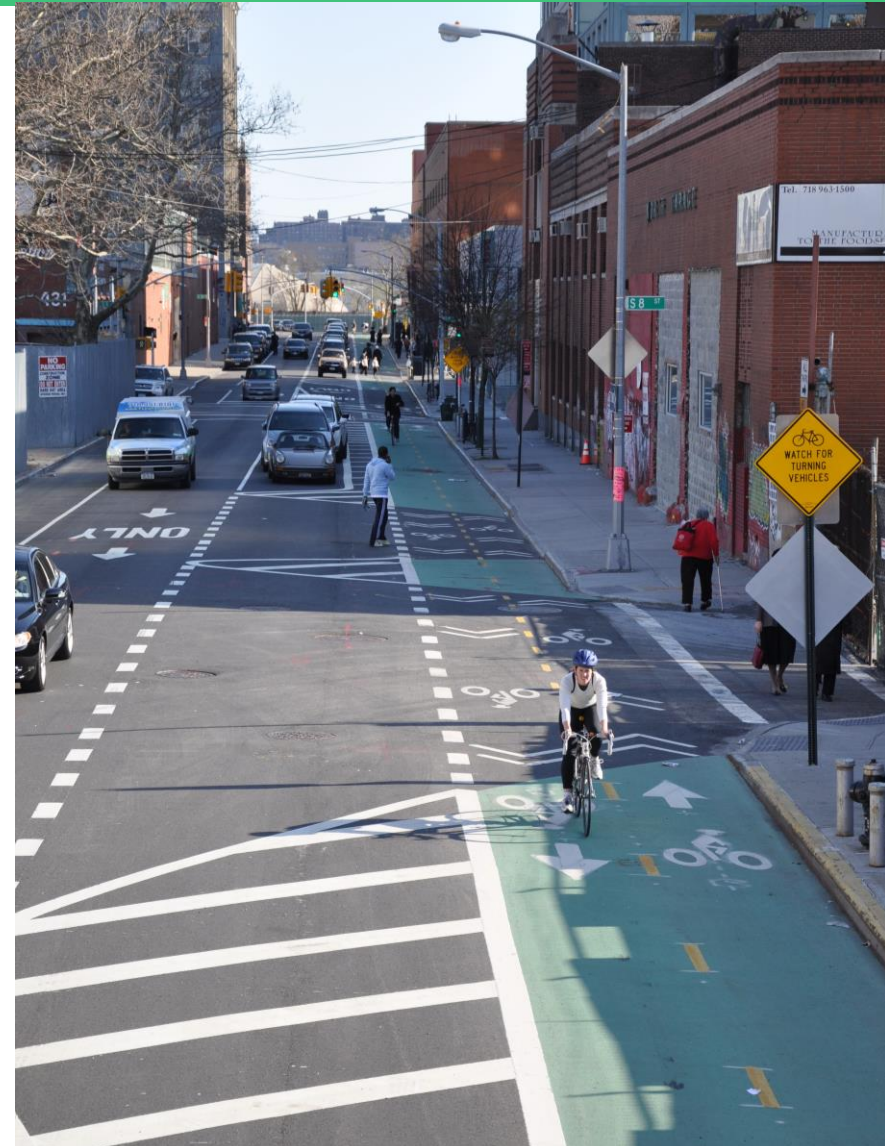
## Project Benefits

### 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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