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
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
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 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

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

**Existing Conditions**

**Proposed Design**
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

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Proposed Design

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Proposal

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

Existing Conditions

Proposed Design

LEGEND

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

West St (In Progress)
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

- 22’ Shared Travel / Parking Lane
- 8’ Parking Lane
- 30’

- 4’ Travel Lane
- 3’ Buffer
- 8’ Parking Lane
- 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 (Mesorole 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
  - Mesorole 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
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?