SHORE PARKWAY GREENWAY CONNECTOR

Presentation to Brooklyn Community Board 11
April 2019
Shore Parkway Greenway Connector

PRESENTATION OVERVIEW

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Background
Background: Shore Parkway Greenway

SHORE PARKWAY GREENWAY

% Residents who biked in past year:
Bensonhurst and Bay Ridge – 27%
Sheepshead Bay and Coney Island – 17%

Source: 2014 NYC Community Health Survey
Background: Shore Parkway Greenway

**Schematic Greenway Plan**
- Proposed Greenway along Shore Parkway, Cropsey Ave

**Proposed Route: Shore Pkwy**
- Recommendations for bicycle connections to close gaps between Shore Parkway Greenway segments

**Create a Tri-state Trail Network**
- More than 1,620 miles of biking, hiking, and walking trails would put more than 8 million residents within a half-mile of a trail, increasing access by 25%.

**Greenway Plan for NYC**
NYC Dept of City Planning, 1993

**Shore Parkway Greenway Connector Master Plan**
NYC Dept of City Planning, 2003

**Fourth Regional Plan**
Regional Planning Association, 2017
Background: Shore Parkway Greenway

**SHORE PARKWAY DESTINATIONS**

**Connection to 4.5 miles of recreational path** for biking and jogging

Provides access to parks, beaches, waterfront

Extend greenway experience to increase cyclist safety and comfort

Increase bike access to parks, recreation, waterfront destinations
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:
- Shore Parkway Greenway
- Bensonhurst Park
- Calvert Vaux Park
- Six Diamonds Park
EXISTING CONDITIONS & ISSUES

Commercial, recreational, & industrial corridor, actively used by vehicles, pedestrians and cyclists

- **No dedicated space for cyclists** – signed route – 193 cyclists counted in a 12 hour period
- **Off-peak speeding** – 57% of vehicles speeding above 30 MPH
- **Cyclists typically ride on the sidewalk, especially in northbound direction**
PARKING PROTECTED TWO-WAY BICYCLE LANE

Benefits

Reduces conflicts, increases safety
- Separates bikes from moving vehicles
- Design calms traffic with standard width travel lane
- Increases predictability of cyclist location for drivers and pedestrians

Creates new neighborhood amenity
- Extends greenway experience into neighborhood
- Provides comfortable space for cyclists of varied ages and experience levels
- Encourages physical activity – recreational bike rides, walking, jogging
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. Shore Pkwy: Bay Pkwy to Belt Pkwy on-ramp
2. Shore Pkwy: On-ramp to Calvert Vaux Park / Bay 48 St
3. Shore Pkwy: Calvert Vaux Park / Bay 48 St to Bay 52 St
4. Bay 52 St & Bay 53 St Pair

Project Goals

• Close gaps in bicycle network
• Extend greenway
• Improve access to parks
• Improve safety for all road users
**SHORE PARKWAY: Bay Pkwy – Belt Pkwy On-Ramp**

**Shared Zone – Path Connection & Wayfinding**

- Short segment connect cyclists between Greenway and wider two-way path
- Bicycle sidewalk stamps consolidate cyclists location
- Signage indicates cyclists must yield to pedestrians
- Buffer for alignment, accommodates turns from Bay Pkwy
**SHORE PARKWAY: Belt Pkwy On-ramp – Calvert Vaux Park (Bay 48 St)**

**Parking Protected Two-way Bike Lane**

- Separate cyclists from pedestrians and vehicles
- Cyclists protected by parked cars
- Maintain all travel lanes and capacity for turns
- Formalizes parking near Calvert Vaux Park

**Existing Conditions**

**Proposed Design**

**Example: Kent Ave**
SHORE PARKWAY: Calvert Vaux Park – Bay 52nd St

Barrier-Protected Two-way Bike Lane

- Separate cyclists from pedestrians and vehicles
- Bicycle stamps on sidewalk from B 52 St – B 53 St

Existing Conditions

Proposed Design

Example: Northern Blvd
PATH CONNECTION: Bay 52nd & Bay 53rd St

Standard and Shared Bicycle Lanes

- Wayfinding to guide cyclists between Shore Parkway path and neighborhood
- Maintain all travel lanes and parking spaces

**Bay 52nd St: Shore Pkwy – Cropsey Ave**

**Existing Conditions**

- 28’ Combined Travel & Parking Lane

**Proposed Design**

- 8’ Parking Lane
- 20’ Shared Travel & Parking Lane

**Bay 53rd St: Shore Pkwy – Cropsey Ave**

**Existing Conditions**

- 32’ Combined Travel & Parking Lane

**Proposed Design**

- 8’ Parking Lane
- 5’ Travel Lane
- 11’ Parking Lane
- 8’ Parking Lane

**Example: Onderdonk Ave, QN**

**LEGEND**

- Proposed Route
- Existing Bicycle Facilities
- Protected Path
- Bicycle Lane
- Shared Lane
- Signed Route
PATH CONNECTION: Bay 52\textsuperscript{nd} & Bay 53\textsuperscript{rd} St

Standard and Shared Bicycle Lanes

- Complex street network with limited access points
- Investigating new pedestrian crossing and pedestrian ramps at Bay 52\textsuperscript{nd} St & W 22\textsuperscript{nd} St
Making It Work
LOADING AND CURB ACCESS

**Driveways**
- Driveway access is maintained and indicated with markings

**Curb Access**
- Design preserves loading and access along the west side of the street where there is commercial activity

**Curb Management Tools**
- Potential for loading zones, parking regulation changes for pickup/drop-off, metering
**BUS STOP INTERACTION WITH BICYCLES**

**Bus Frequency**

- B6 and B6 LTD buses arrive every 7 to 12 minutes
- Ridership is low, with 11-34 riders using the bus stops each day
- 26 Ave bus stop to be consolidated

**Bus Boarding Space**

- Parking lane transitions into bus stop lane
- Bus pulls out of travel lane to pick up passengers so travel lane is not blocked
- Shared space connected to the sidewalk, where bicycles yield to pedestrians boarding the bus

**Example**

- Image of a bus stop with bicycles and pedestrians

**Design at Bus Stops**

- Diagram showing the layout of a bus stop with a shared lane for bicycles and pedestrians

- 6’ Bus Bulb
- 12’ Bus Stop
- 11’ Travel Lane
- 29’

**Legend**

- Proposed Route
- Existing Bicycle Facilities
- Protect Path
- Bicycle Lane
- Shared Lane
- Signed Route
- Bus Stop
PARKING CHANGES

Existing design: 115 spaces
Proposed design: approx. 91 spaces
Proposed change: -24 spaces

- Approximately 61 new spaces closer to curb/sidewalk
- 35 formalized parking spaces south of 26 Ave
- Extensive off-street parking available for many businesses

Off-street parking totals are approximate
Summary
Summary

Improved Bike Safety and Access to Shore Parkway Greenway

Project Benefits

- Create new two-way protected bicycle lane to extend greenway
- Improve access to recreational and waterfront destinations
- Reduce conflicts between bicycles, pedestrians, vehicles
THANK YOU!

Questions?