THOMAS BOYLAND STREET

Bike Safety Improvements

Presented to Brooklyn Community Board 16
June 14, 2018
Background
COMMUNITY BIKE NETWORK PLANNING

Planning Workshops
2011 - 2014
- 7 Workshops at locations in Brownsville and East New York
- Resulted in comprehensive plan for Phase I bike network in CB 16 and CB 5

Mobile Workshops
Summer and Fall 2016
- 6 Mobile Workshop Locations
- 122 Surveys

Mother Gaston Blvd, Brownsville
PHASE 1 RESULTS – Bike Network Growth

2018 Bike Map

28+ lane miles of bike facilities installed in CB 5 and CB 16
2013-2017

600+ bike racks installed in CB5 and CB 16
Background

PHASE 1 RESULTS – Safety Benefits

Before vs After

15% reduction in crashes with injuries on streets where bike facilities were added

48% reduction in pedestrian injuries on Thomas Boyland St between Hegeman Ave and Pacific St specifically

Bicycle lane projects include the following: With three years of after data are Mother Gaston Blvd (Liberty-Linden), Pitkin Ave (Howard-Powell), Hendrix St (Liberty-New Lots), Schenck Ave (Liberty-New Lots), New Lots Ave (Hegeman-Dumont), Pennsylvania Ave (Linden-Seaview); with two years of after data are Van Siclen Ave (New Lots-Vandalia), Vandalia Ave (Van Siclen-Pennsylvania), Thomas Boyland St (Hegeman-Pacific), Saratoga Ave (East New York-Newport); with one year of after data are Pitkin Ave (Powell-Fountain), Blake Ave (Saratoga-Fountain), Dumont Ave (Snediker-Fountain). Source: NYPD AIS/TAMS Crash Database
PROJECT AREA – Thomas Boyland St (Pacific St to Broadway)

Bike Network
- Northbound Bike Lane ends at Pacific St
- No connection to Ocean Hill, J train station, or Bushwick

Safety
- Vision Zero Priority Area
- Top 10% of corridors in Brooklyn for number of people killed or severely injured per mile

### Thomas Boyland St (Pacific St – Broadway), BK
Injury Summary, 2012-2016 (5 years)

<table>
<thead>
<tr>
<th></th>
<th>Total Inj.</th>
<th>Severe Inj.</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Pedestrian</td>
<td>24</td>
<td>4</td>
<td>1</td>
<td>5</td>
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<tr>
<td>Bicyclists</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Motor Vehicle</td>
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<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Occupant</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Total</td>
<td>154</td>
<td>6</td>
<td>0</td>
<td>7</td>
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</tbody>
</table>

Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured. * Includes fatalities from 2012-2018
Proposal
THOMAS BOYLAND ST (PACIFIC ST TO BROADWAY) – Existing Conditions

- Wide street allows vehicles to weave and travel side by side
- No dedicated space for cyclists
Proposal

THOMAS BOYLAND ST (PACIFIC ST TO BROADWAY) – Proposed Design

- Extend one-way bike lane to provide dedicated space for bikes
- Create standard width travel lane to discourage speeding and unsafe driving
- Organize vehicle and bike traffic on the roadway
- Improve safety for all road users
ADDITIONAL BICYCLE IMPROVEMENTS

Proposal

Majority of those surveyed in 2016 said

- Neighborhood **bike infrastructure needs improvement** (69%)
- Want to see **new protected bike lanes and greenways** (58%)

Potential Future Projects

1. **Protected Bike Lane Connection to Brownsville Recreation Center**
   
   *Potential 2-way protected bike lane on Powell St, design in development*

2. **Southbound Bike Lane Pair to Thomas Boyland St**
   
   *Potential safety project on Saratoga Ave that includes bike lane*

3. **Protected Bike Lane Connection to Eastern Parkway/Prospect Park**
   
   *Addresses priority identified by community, requires capital construction*
FURTHER BICYCLE IMPROVEMENTS – Potential Projects

Southbound Pair for Thomas Boyland St
- A lane on Saratoga Ave would result in significant changes to local traffic patterns

Protected lane connection to Brownsville Rec Center
- Two-way protected bike lane on Powell Ave can connect neighborhood to a local amenity

Protected connection to Eastern Parkway/ Prospect Park
- Requires capital construction to create connection from Eastern Parkway to Pitkin Ave
THANK YOU!

Questions?