

Brownsville & East New York Community Bicycle Network Phase II

2014



Commissioner Polly Trottenberg New York City Department of Transportation
Presented on June 2, 2014 to Brooklyn Community Board 16



Project Background



June 2011

Public Workshop at Brownsville Recreation Center

- Introduction to Typical Designs



February 2012

Follow-up Public Workshops in Brownsville and East New York

- Presented Recommended Routes



June 2012

Public Workshops in Brownsville and East New York

- Prioritized Recommended Routes



February 2014

Public Workshops in Brownsville and East New York

- Reviewed Progress & Priorities

Project Background



October 2011

Bicycle Neighborhood Tour Brownsville and East New York

- Toured Neighborhoods by Bike
- Greenmarket Stops
- Community Feedback



September - October 2012

Community Events Brownsville and East New York

- Helmet Fitting
- Education on Bicycle Safety
- Multiple Bicycle Tours of Both Neighborhoods
- Greenmarket Stops
- Community Feedback



Project Progress for Phase I



May - June 2013

Installation of 4.1 miles of Bicycle Facilities on:

- Mother Gaston Boulevard
from Liberty Avenue to Linden Blvd
- Pitkin Avenue
from Legion Street to Powell Street



October - November 2013

Installation of 5.9 miles of Bicycle Facilities on:

- New Lots Avenue
from Hegeman Avenue to Dumont Avenue
- Hendrix St
from Liberty Avenue to New Lots Avenue
- Schenck Avenue
from New Lots Avenue to Hendrix St
- Vandalia Avenue
from Pennsylvania Avenue to Bethel Loop

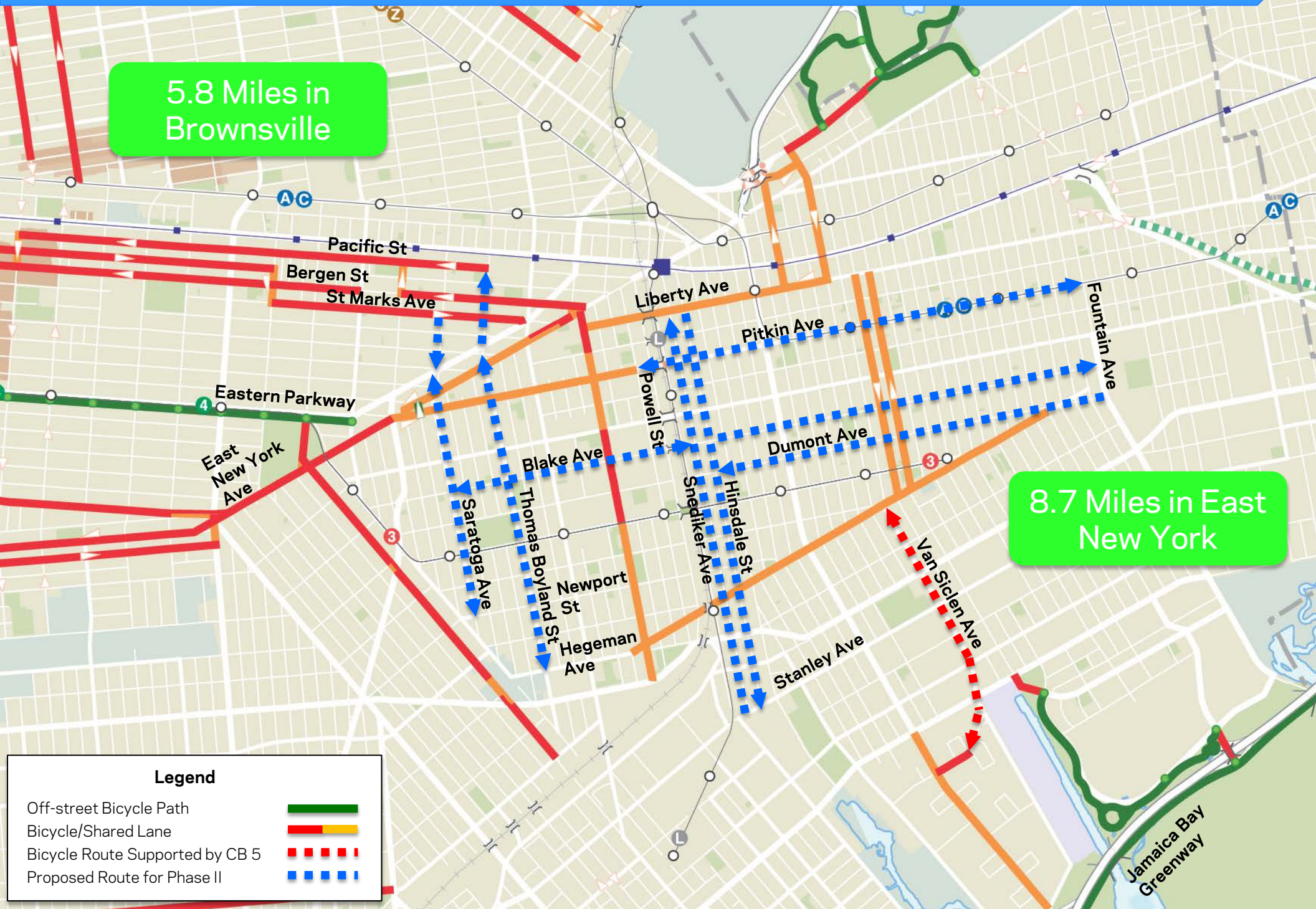
Proposed Routes for Phase II

5.8 Miles in
Brownsville

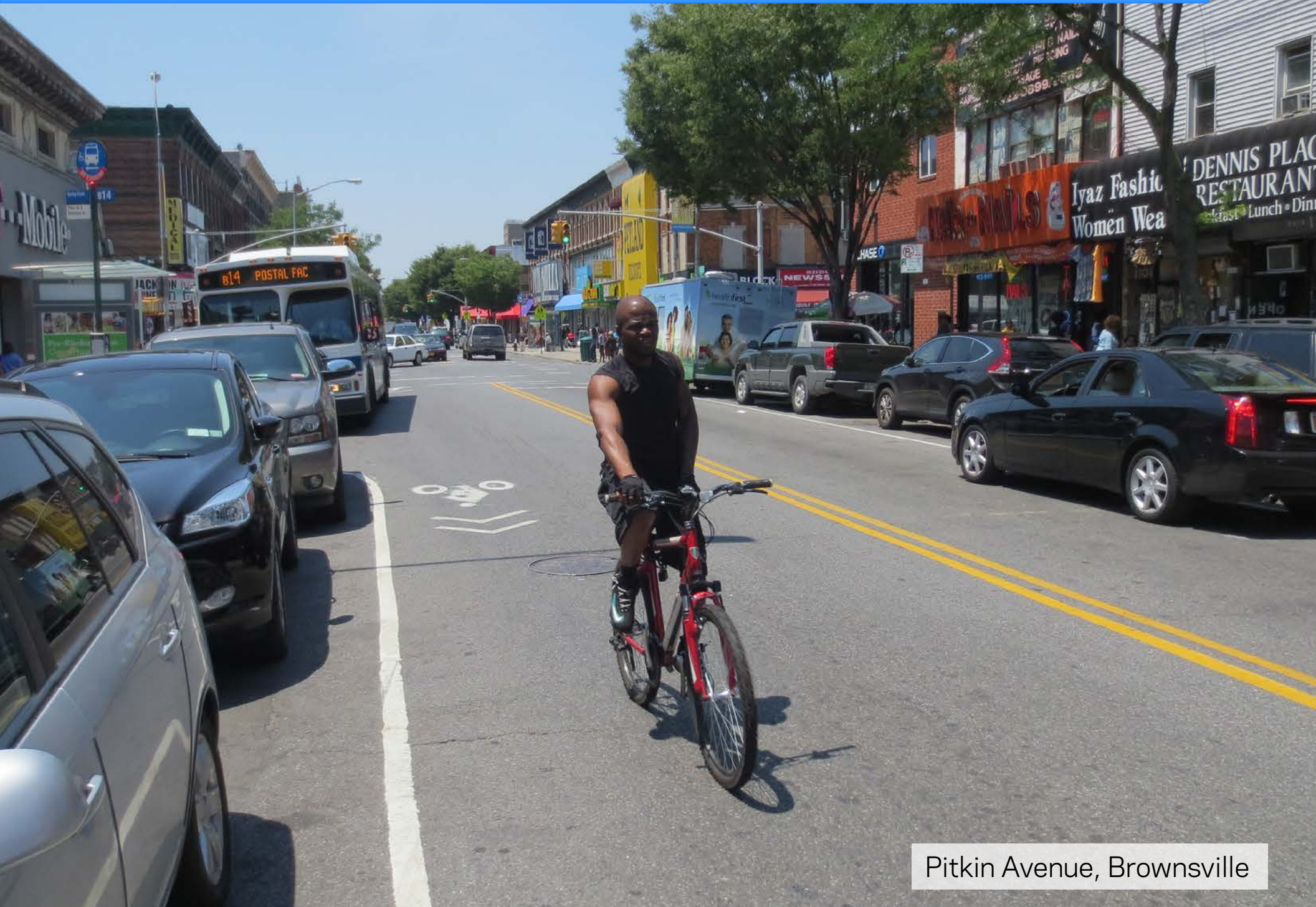
8.7 Miles in East
New York

Legend

Off-street Bicycle Path
Bicycle/Shared Lane
Bicycle Route Supported by CB 5
Proposed Route for Phase II



Two-way Shared Lanes



Pitkin Avenue, Brownsville

One-way Bicycle Lane



Dean Street, Crown Heights

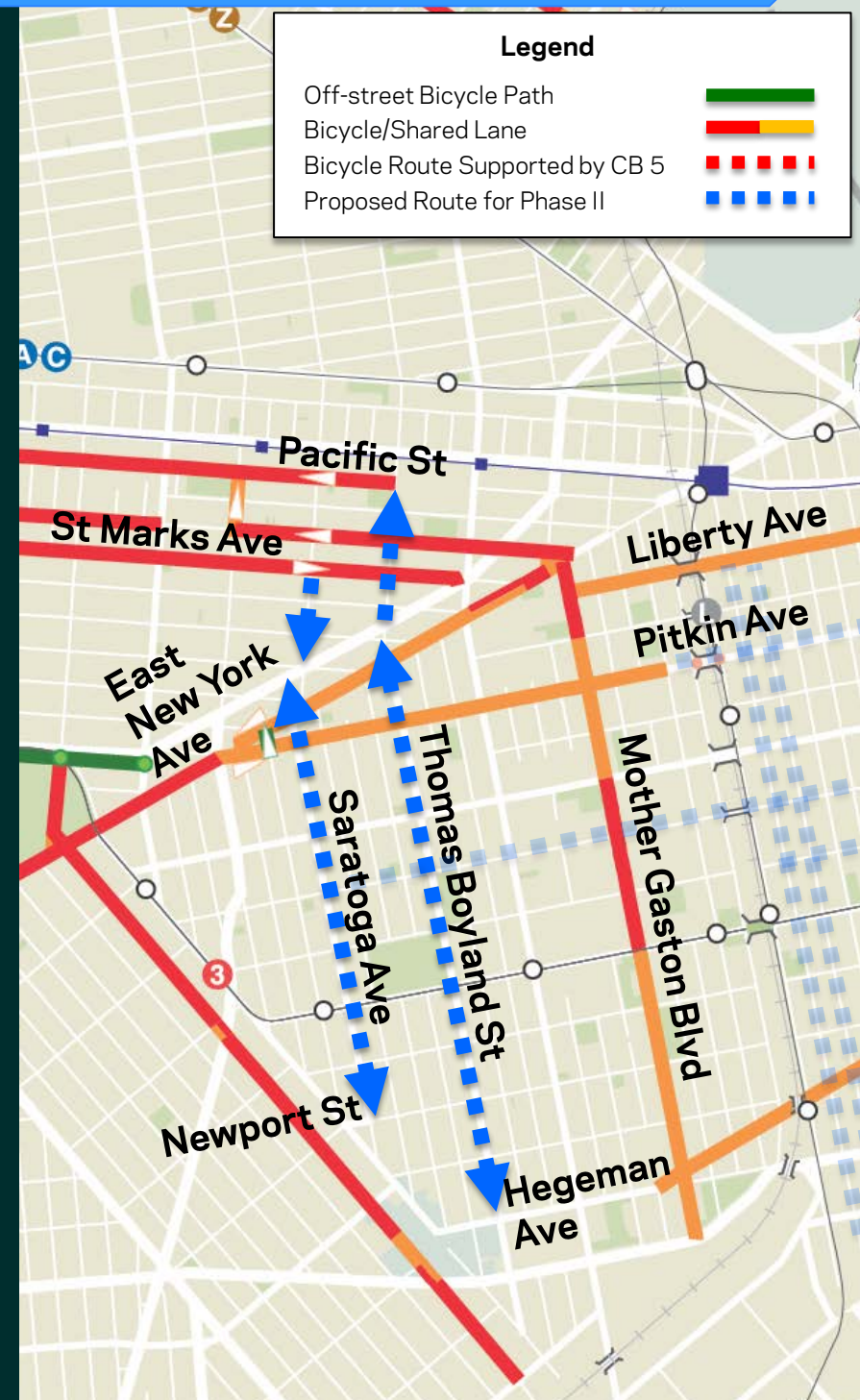
Two-way Bicycle Lanes



Washington Avenue, Prospect Heights

Proposed Routes for Phase II

- Bicycle lanes north of Eastern Parkway
- Shared lanes south of Eastern Parkway
- Provides connections to the bicycle network via:
 - Pacific Street
 - Bergen Street
 - St Marks Avenue



Thomas Boyland St: Existing Conditions

Motor Vehicles

AM Peak Hour

438

(7am – 8am)

PM Peak Hour

414

(5pm – 6pm)

North of Eastern Parkway
1 Wide Travel Lane
2 Parking Lanes

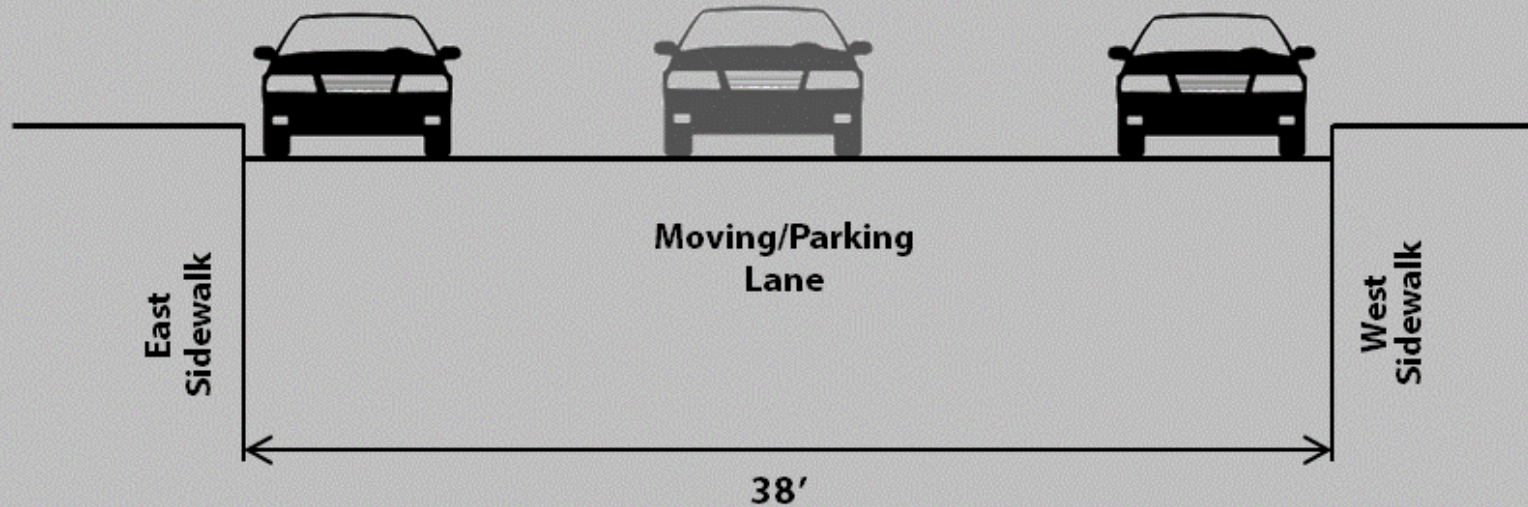
38 Feet

Thomas Boyland St: One-way Proposal

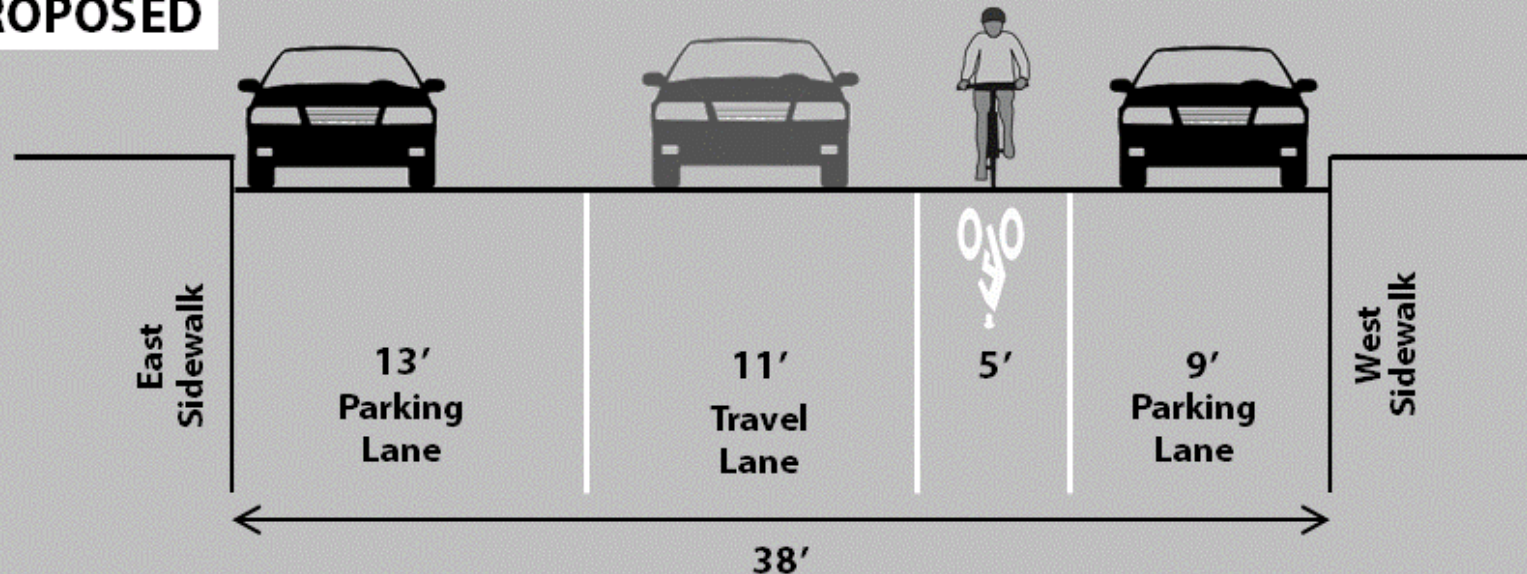
EXISTING

Thomas Boyland Street

between East New York Ave and Pacific St



PROPOSED



Thomas Boyland St: Existing Conditions

South of Eastern Parkway:
2 Wide Travel Lane
2 Parking Lanes

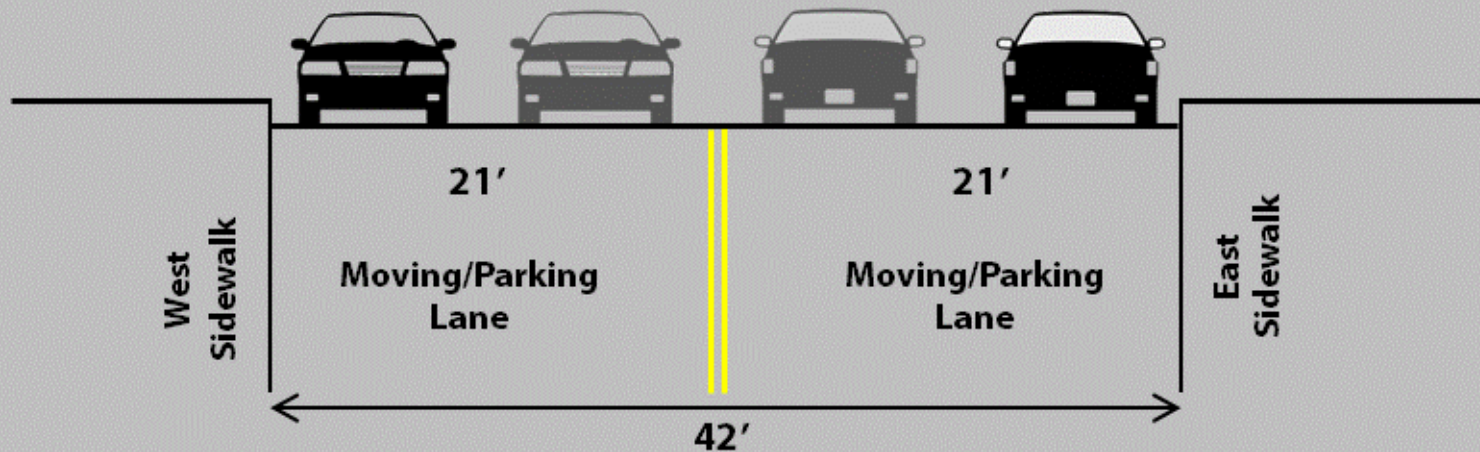


Thomas Boyland St: Two-way Proposal

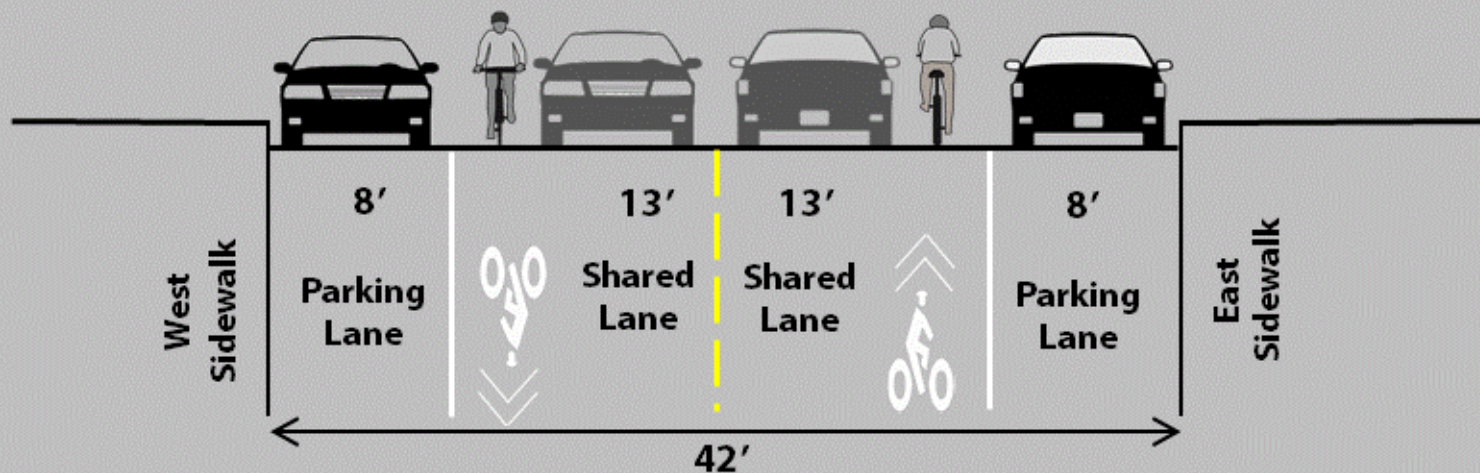
EXISTING

Thomas Boyland Street

between East NY Ave and Hegeman Ave



PROPOSED



Saratoga Ave: Existing Conditions

Motor Vehicles

AM Peak Hour

386

(8am – 9am)

PM Peak Hour

630

(5pm – 6pm)

34 Feet

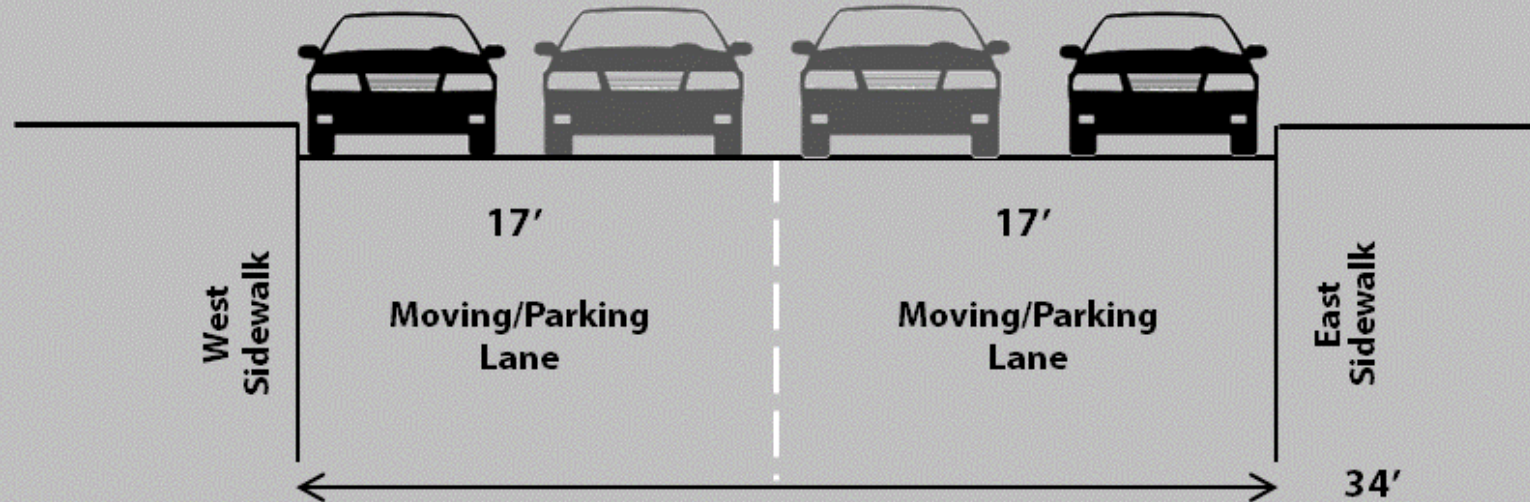
North of Eastern Parkway:
2 Narrow Travel Lane
2 Parking Lanes

Saratoga Ave: One-way Proposal

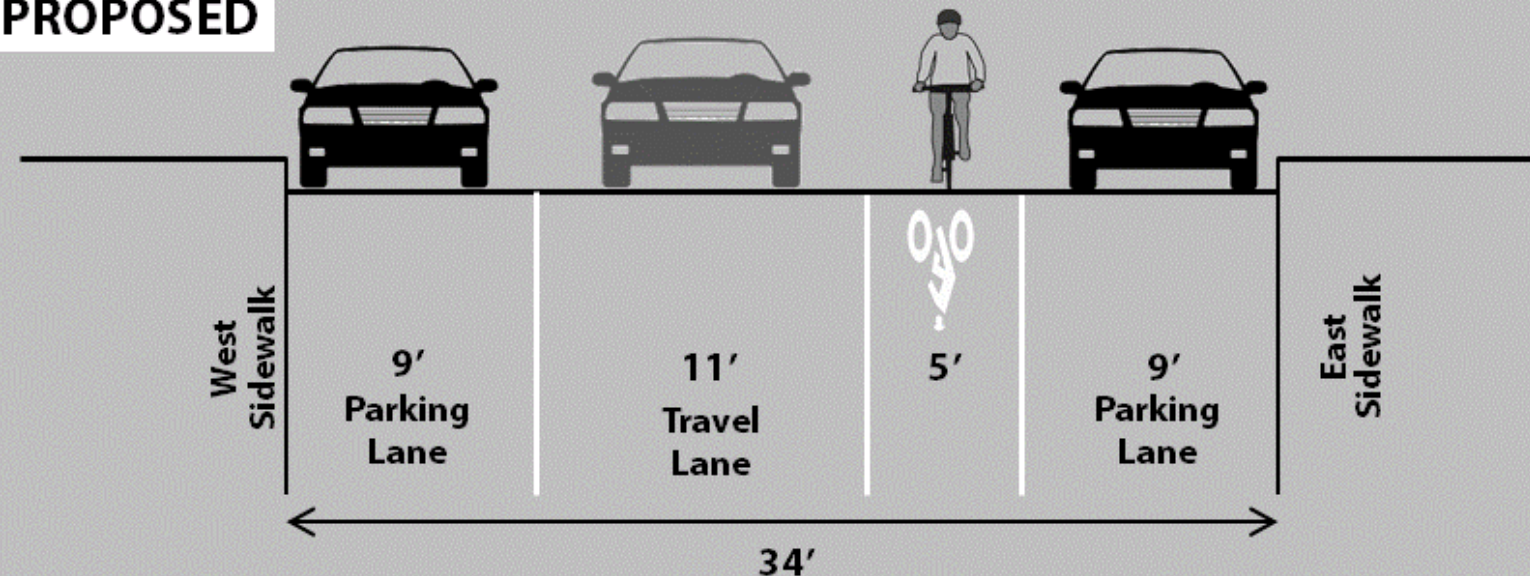
EXISTING

Saratoga Avenue

between East New York Ave and St Marks Ave



PROPOSED



Saratoga Ave: Existing Conditions

South of Eastern Parkway:
2 Travel Lane
2 Parking Lanes

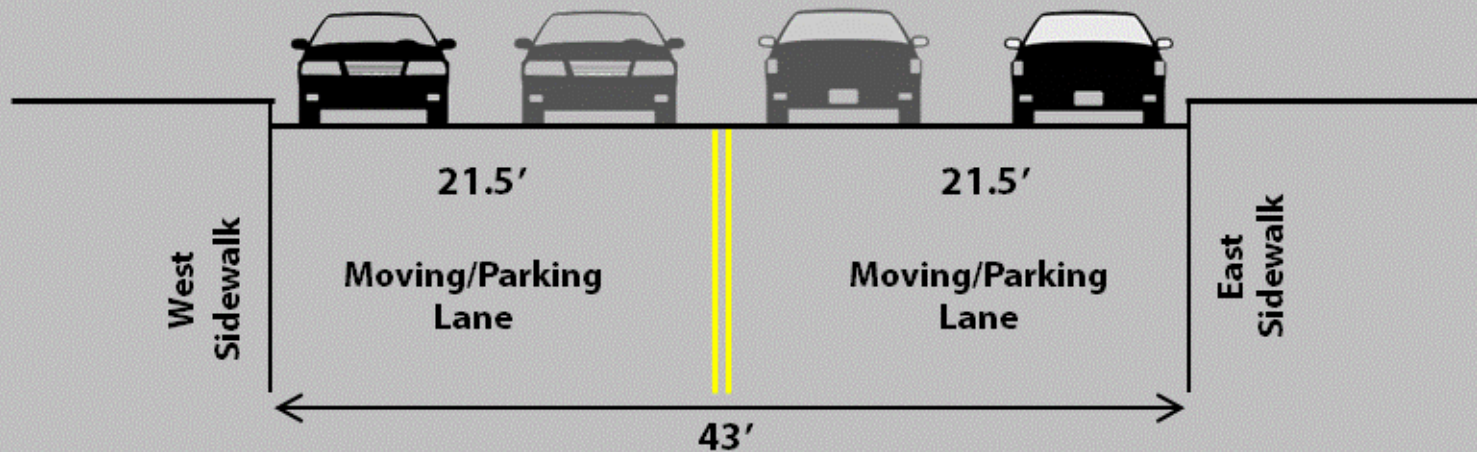


Saratoga Ave: Two-way Proposal

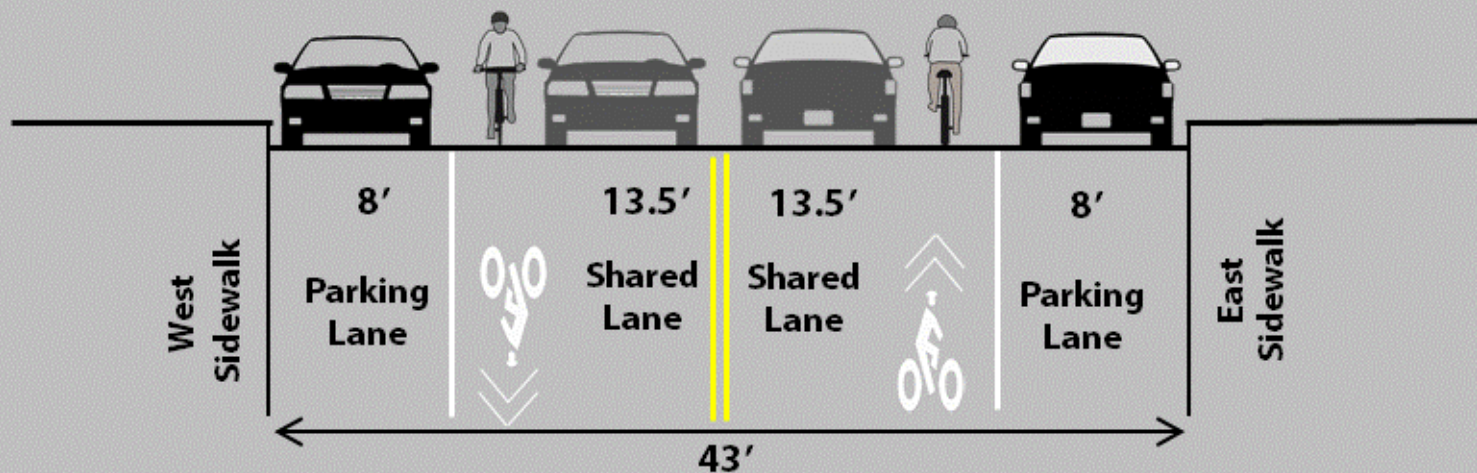
EXISTING

Saratoga Avenue

between East New York Ave and Newport St

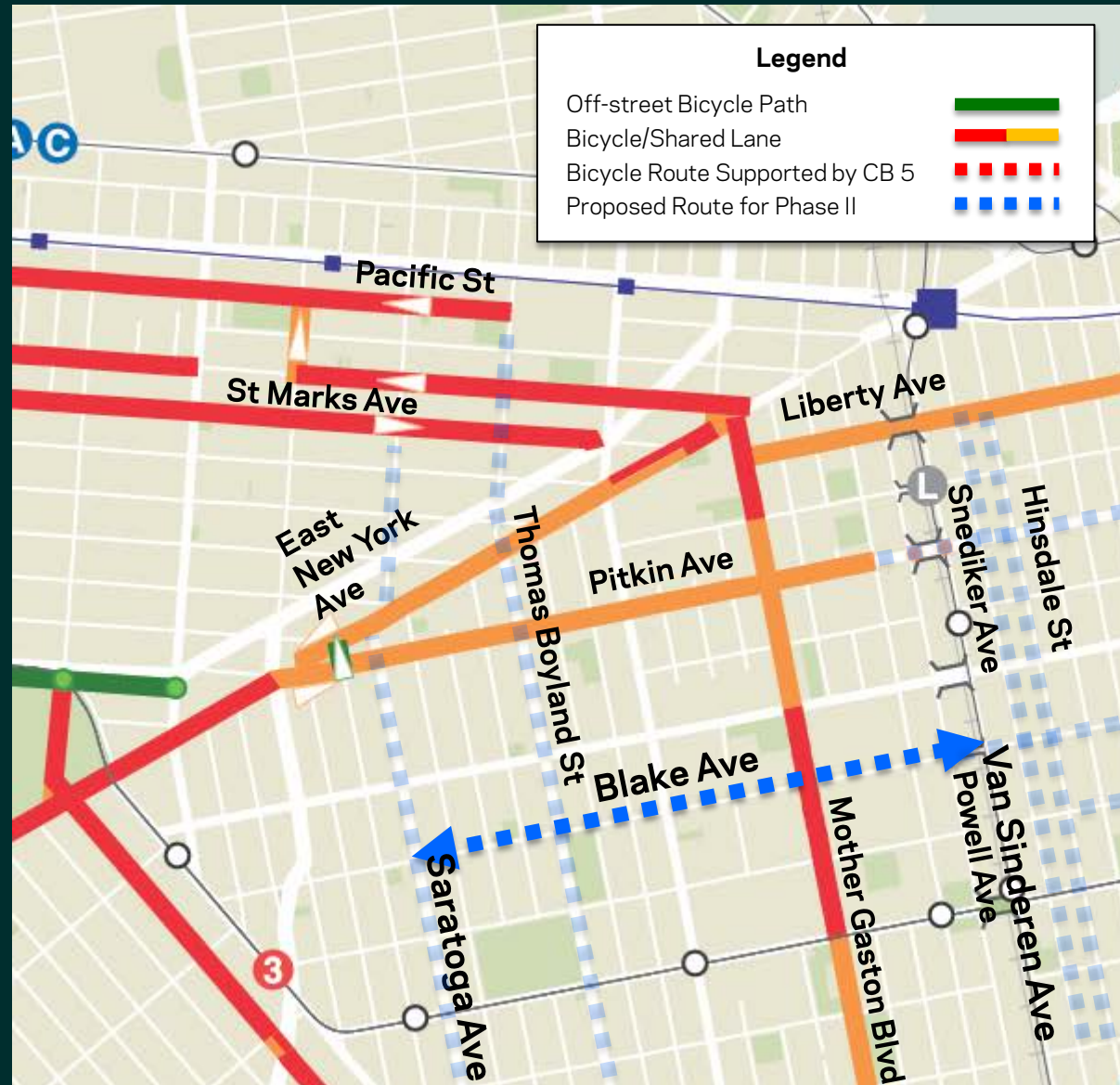


PROPOSED



Proposed Routes for Phase II

- Shared lanes from Saratoga Ave to Mother Gaston Blvd
- Bicycle lanes from Mother Gaston Blvd to Powell St
- Shared lanes from Powell St to Van Sinderen Ave
- Provides a two-way bicycle connection from Brownsville to East New York



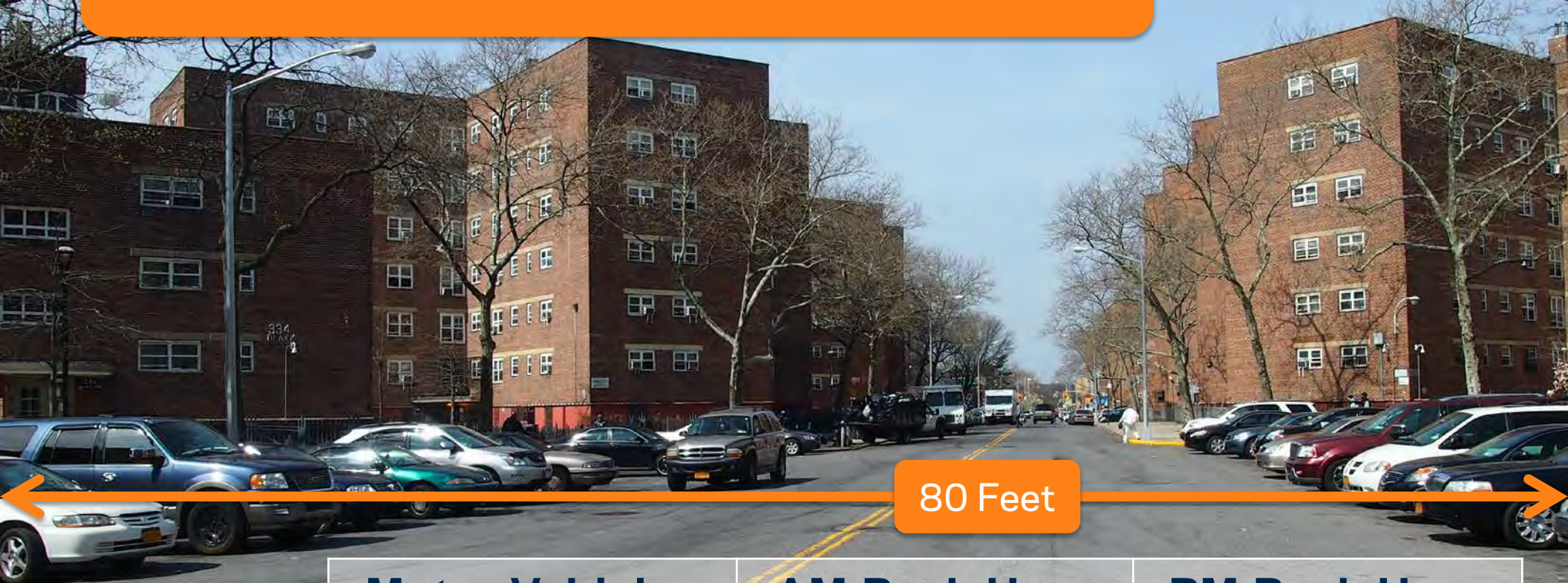
Blake Ave: Saratoga Ave to Rockaway Ave

Two-way Street
34' wide



Blake Ave: Rockaway Ave to Mother Gaston Blvd

Roadway widens from 40ft to 80 ft with back-in parking between Mother Gaston Boulevard and Powell Street



80 Feet

Motor Vehicles	AM Peak Hour	PM Peak Hour
Eastbound	237 (7:30am – 8:30am)	244 (4:30pm – 5:30pm)
Westbound	275 (7:30am – 8:30am)	182 (5pm – 6pm)

Blake Ave: Mother Gaston Blvd to Powell St

Roadway widens between
Mother Gaston Boulevard and
Powell Street

56 Feet

A photograph of a city street scene. In the center, a yellow school bus is driving towards the camera. To its left is a white van, and further left is a line of parked cars. A person on a bicycle is riding in the center of the road, in front of the bus. The street is paved with asphalt and has a white dashed line down the middle. On the right side of the road, there are parked cars and a brick building. On the left side, there are trees and another brick building. An orange arrow points from a text box labeled '56 Feet' to the widening of the road between the van and the bus.

Blake Ave: Powell St to Van Sinderen Ave

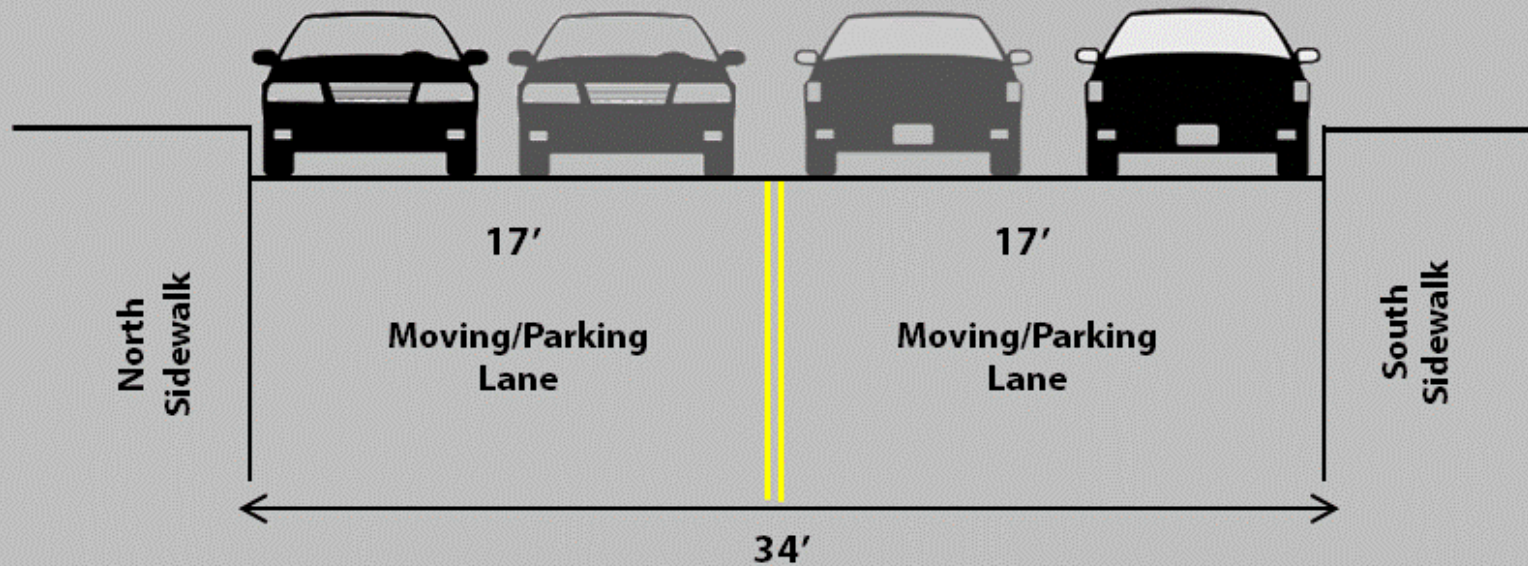


Two-way Street
34' wide

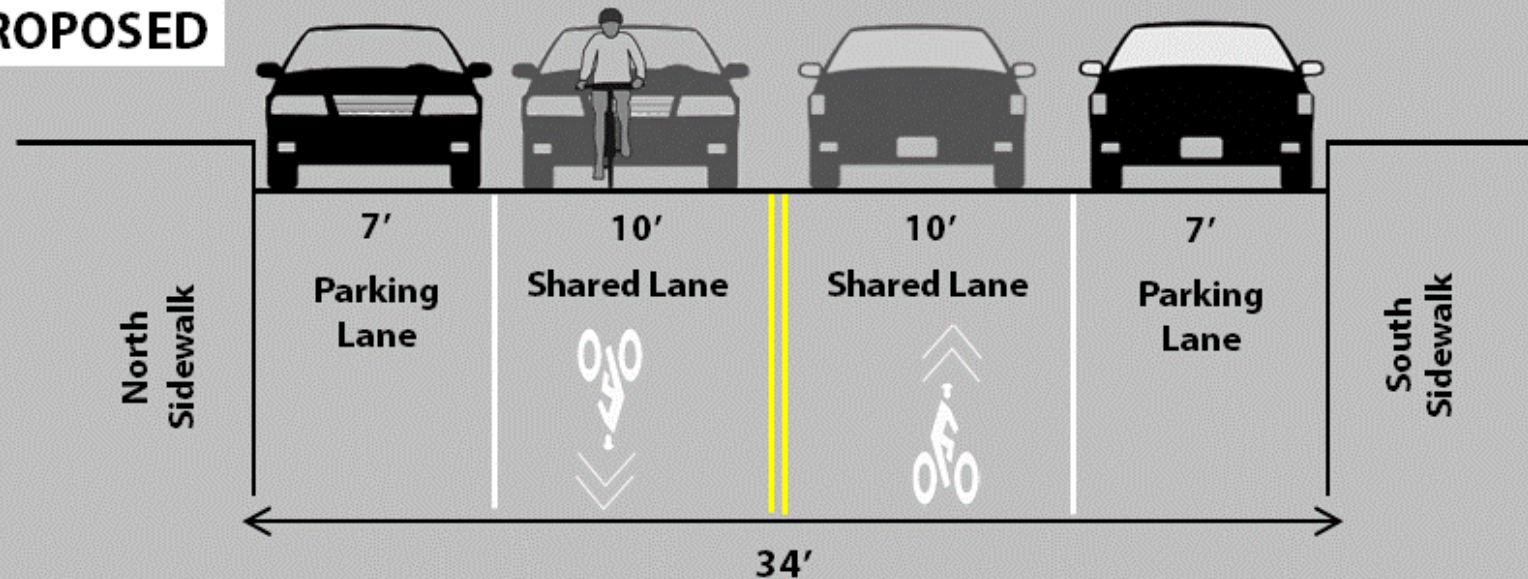
Blake Ave: Two-way Proposal Pt. 1

EXISTING

Blake Avenue between Saratoga Ave & Rockaway Ave



PROPOSED

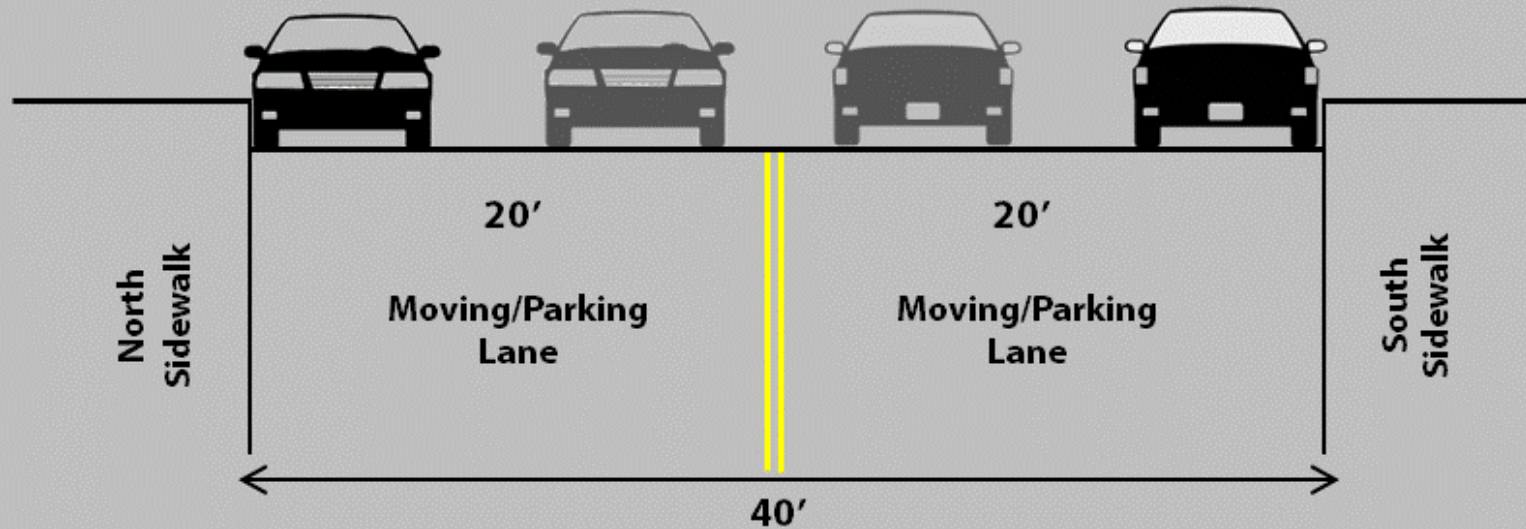


Blake Ave: Two-way Proposal Pt. 2

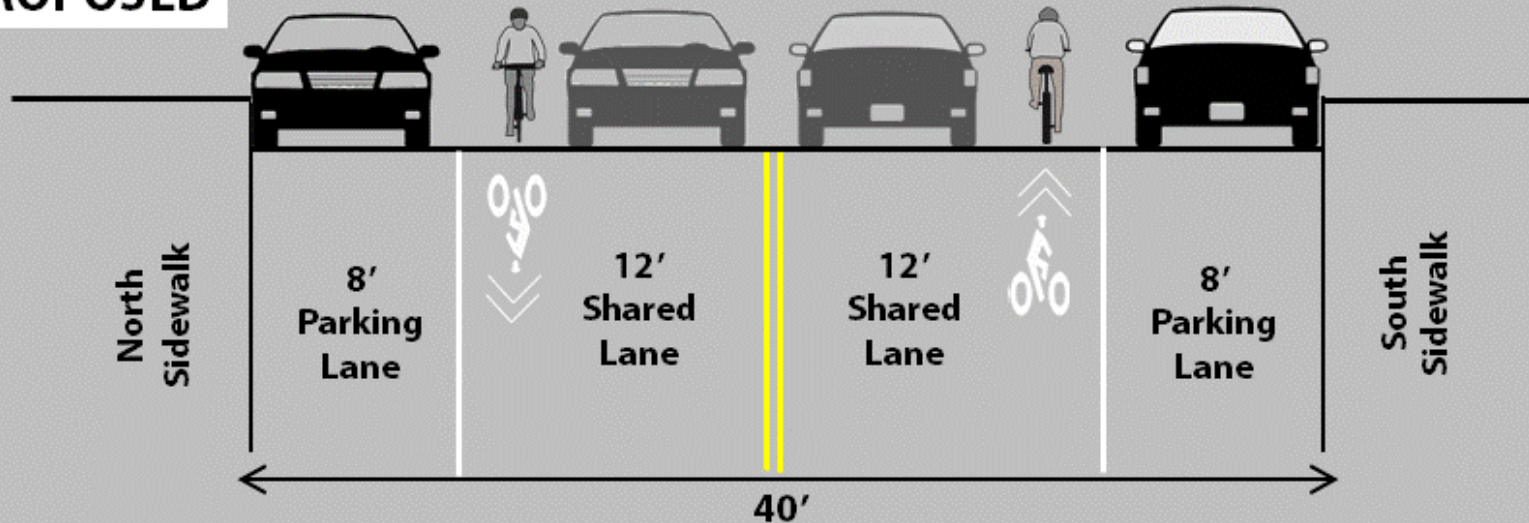
EXISTING

Blake Avenue

between Rockaway Ave and Mother Gaston Blvd

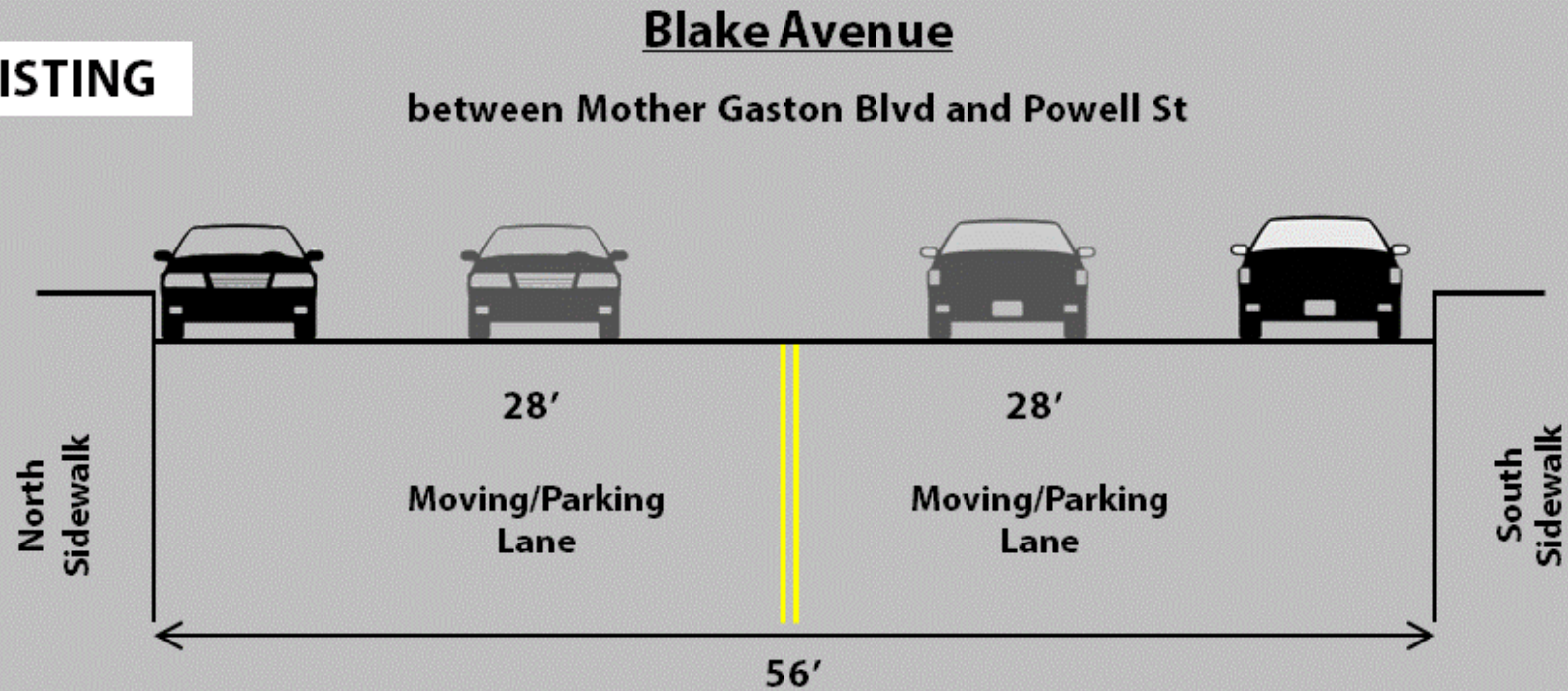


PROPOSED

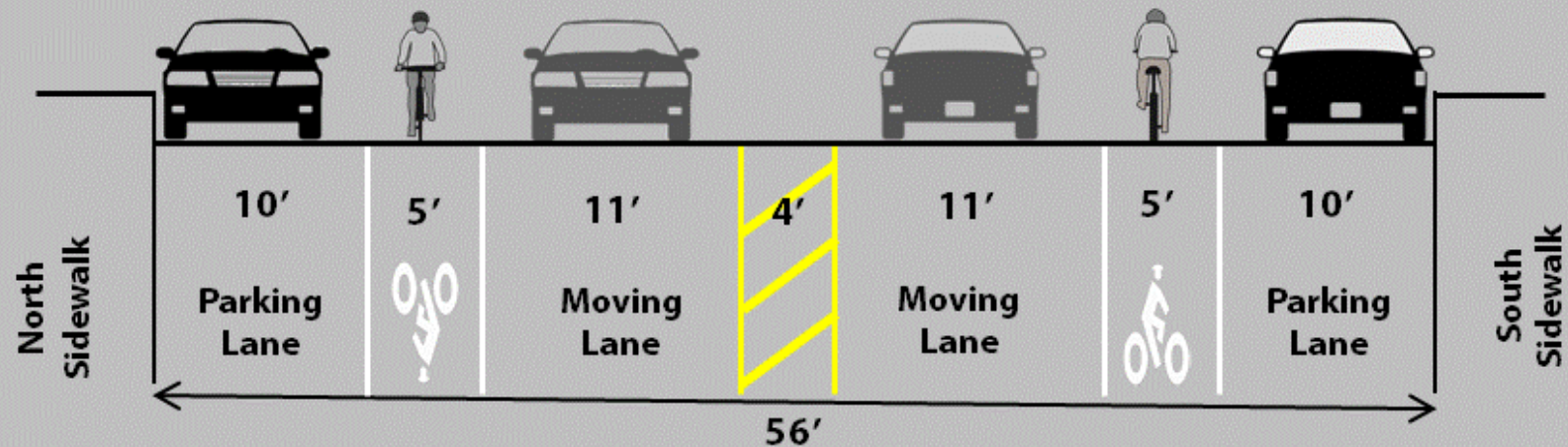


Blake Ave: Two-way Proposal Pt. 3

EXISTING



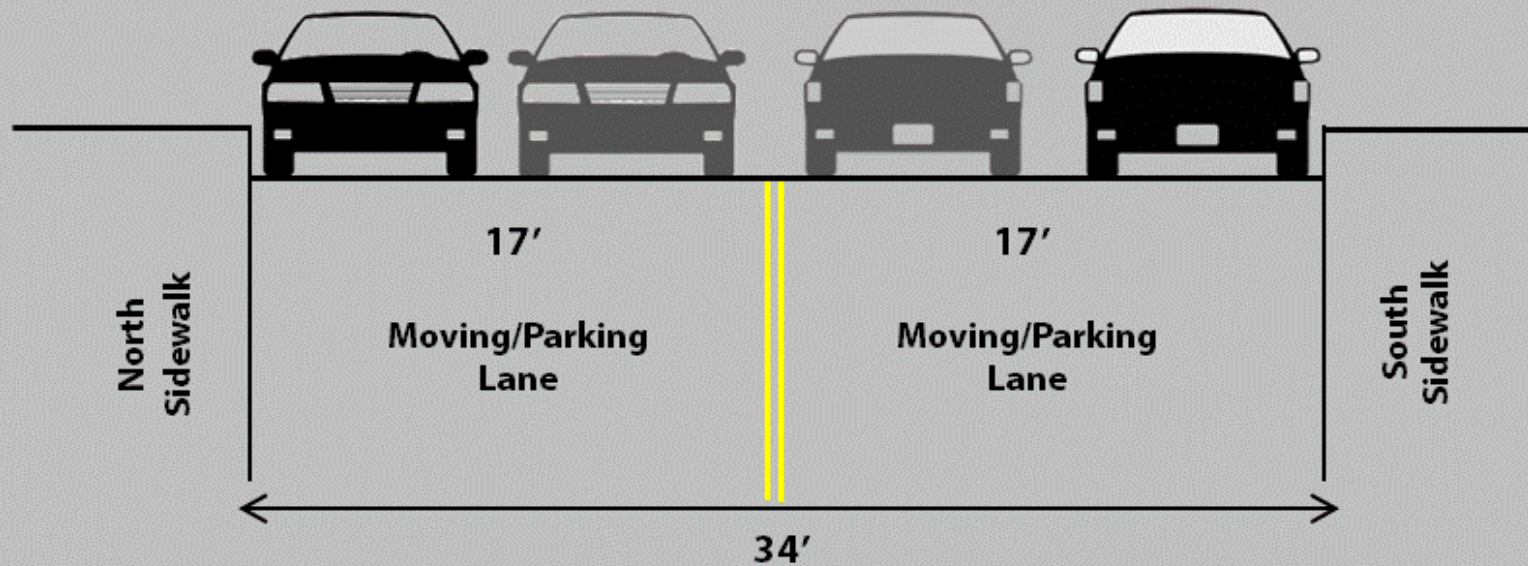
PROPOSED



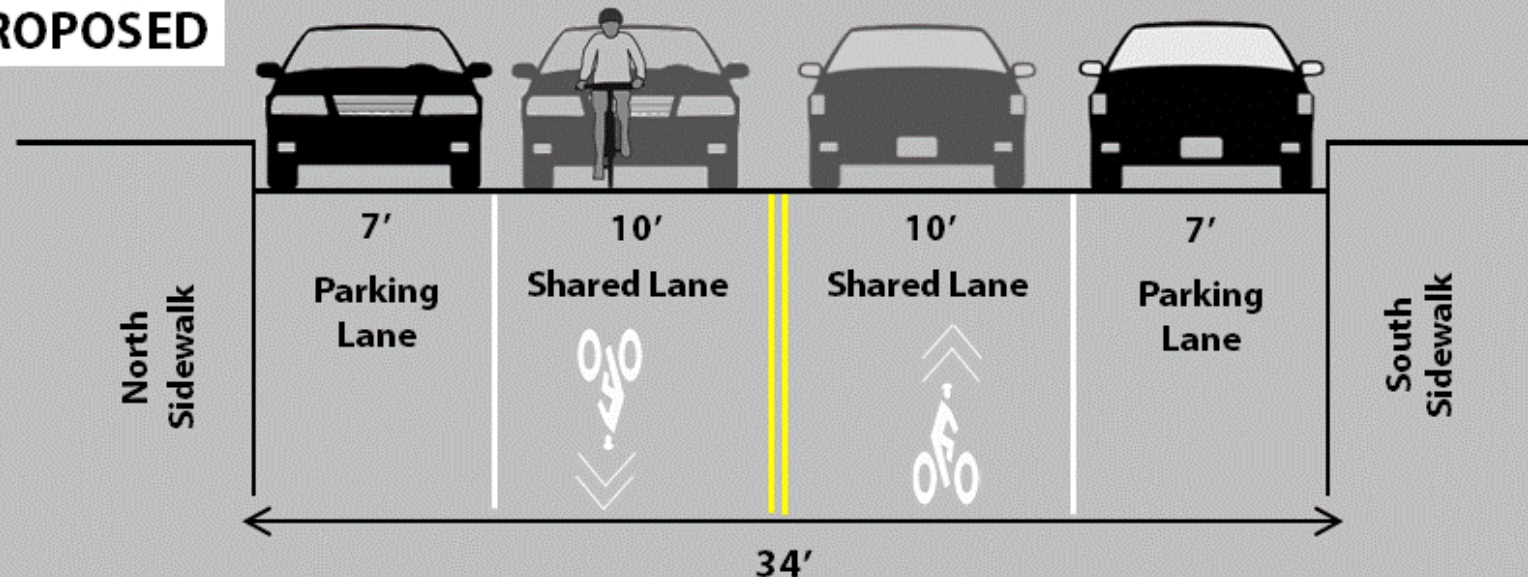
Blake Ave: Two-way Proposal Pt. 4

EXISTING

Blake Avenue between Powell St & Van Sinderen Ave



PROPOSED



Summary



- Expands connectivity to the existing bicycle network
 - Thomas Boyland Street connects at Bergen Street and Pacific Street
 - Saratoga Avenue connects at St. Mark's Avenue
- Implementation Plan
 - Phase II in 2014
 - Phase III in 2015

Questions?

**Thank
You**