Ashland Pl & Navy St

Protected Bicycle Lanes

Presented to Community Board 2 on June 16, 2022

NEW YORK CITY DOT

Background

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Background

Green Wave – A Plan for Cycling in New York City

Analysis of fatalities – key findings (2014 - 2019):

- **Nearly 90% of fatalities** happened on streets **without bike lanes**
- **60% of fatalities happened at intersections**
  - 23% involved a vehicle turn
  - 16% involved a driver's failure to yield the right of way

Green Wave Plan:

Citywide Protected Bike Lane Network:

- Build **30 miles of protected bicycle lane** annually
- Build **75 miles of bicycle infrastructure** in **10 Bicycle Priority Districts** (7 in Brooklyn, 3 in Queens) by 2022

Better Design:

- Implement **new design standards** based on national & international best practice **to enhance safety at intersections**
- Continue piloting new designs with rigorous safety analysis

Education and Outreach:

- Launch next phase of **Vision Zero public awareness campaign**, **educating drivers with a focus on cyclist safety** and expand the "Get There" bicycle encouragement/rules of road campaign.
- Educate all street users about safe truck operation on city streets
- **Increase helmet giveaways and helmet use encouragement**

NYPD Enforcement

- **Target enforcement on highest risk activities**: speeding, failing to yield, blocking bike lanes, oversized trucks/trucks off route

Bike Network Connections to the Manhattan Bridge and Brooklyn Waterfront Greenway

Manhattan Bridge:

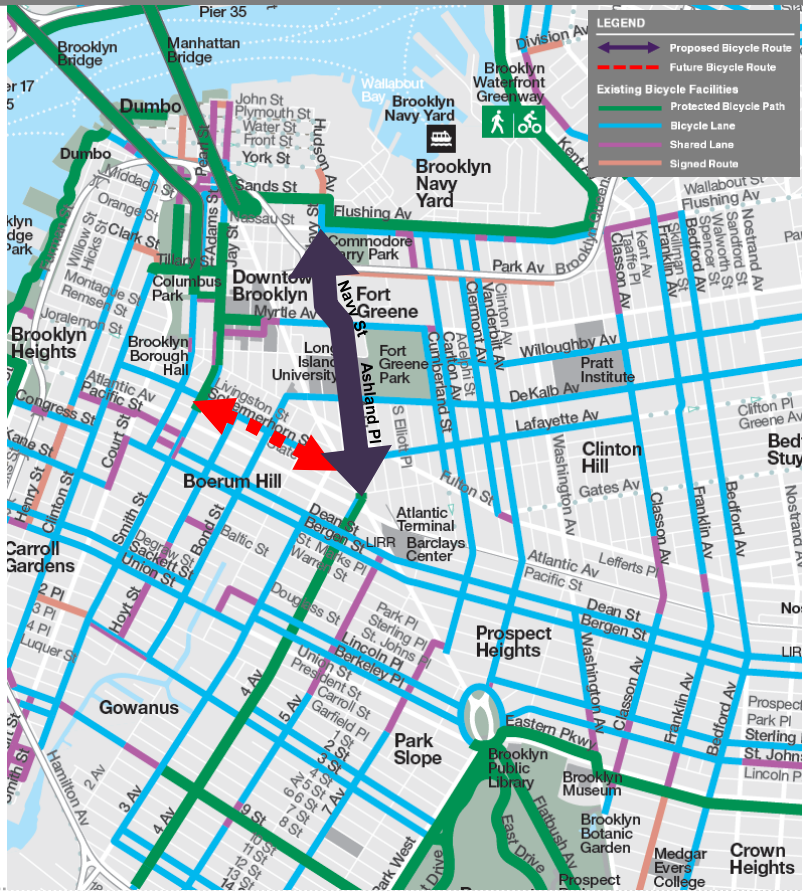
- Protected bike lane access via Sands St

Brooklyn Waterfront Greenway:

- Protected bike lanes on Flushing Av and Navy St, greenway Capital project nearing completion

4th Ave:

- Protected bike lanes, stretching 4 miles from 64th St to Flatbush Av



Safety – Protected Bicycle Lanes

Street designs that include protected bike lanes increase safety for all users

-15% **drop in all crashes with injuries**

-21% **drop in pedestrian injuries**

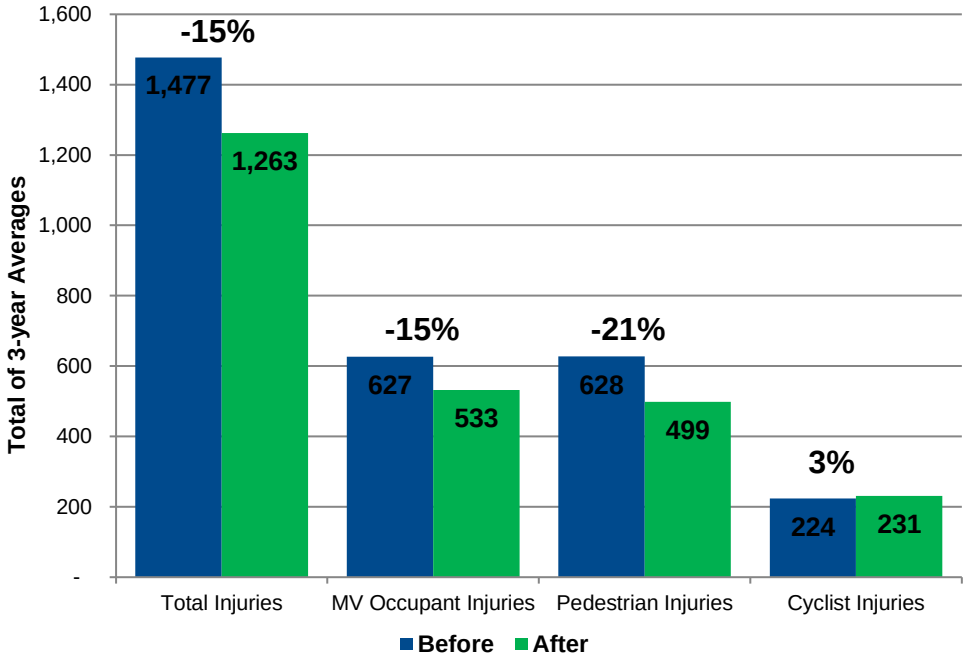
on streets where protected bike lanes were installed 2007-2017

*Injuries to cyclists increase only 3%, despite a **61% bike volume increase***

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

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



Planning Context – Connections to Atlantic Terminal

Fulton St:

- Major bus corridor
- Commercial/retail corridor

Hanson Pl:

- Local access connector between Fulton St and Atlantic Terminal
- Potential for bike and pedestrian improvements

New bike corral at Hanson Pl & Fulton St

Existing Conditions and Proposal

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Proposal

Overall Project Summary

- Install **2-way protected bike lane** along the east curb of Ashland Place and Navy Street from Hanson Place to Flushing Ave
- **Convert** Ashland Pl from 2-way to 1-way northbound from Hanson Place to Dekalb Avenue (for motorists)
- **Convert** Hanson Place from St Felix Street to Ashland Place to 1-way westbound, and create “Shared street” that prioritizes pedestrians

Example: Chrystie St, Manhattan

Existing Conditions

Navy St from Dekalb Av to Myrtle Av *and* from Park Av to Flushing Av

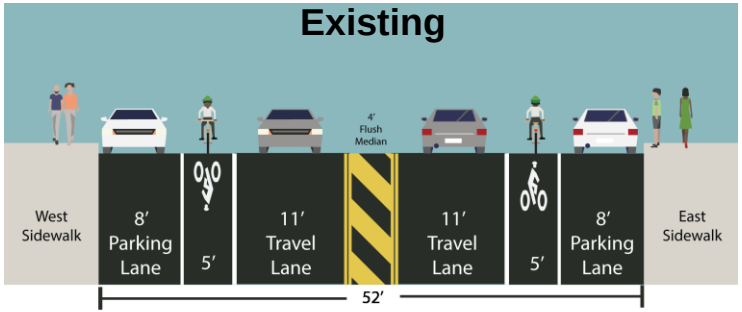
Navy St from Dekalb St to Myrtle Av and from Park Av to Flushing Av

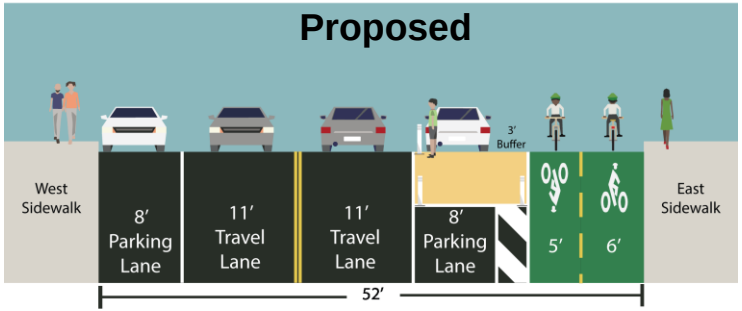
Changes for Cyclists & Pedestrians:

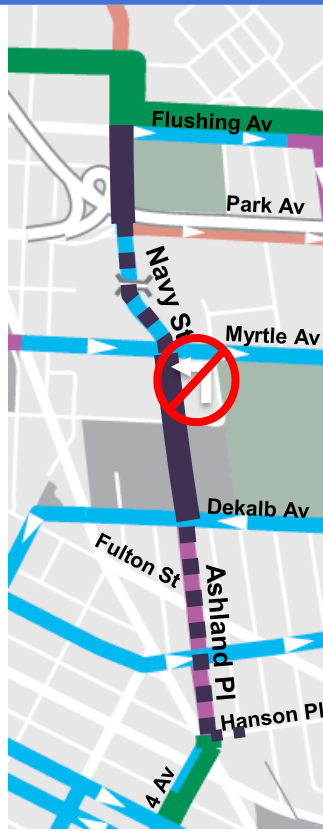
- Create a 2-way parking-protected bike lane along the east curb
- Install pedestrian refuge islands to reduce crossing distances for pedestrians

Changes for Motorists:

- Maintains vehicle lanes
- Move B62 bus stop at Navy St. & Park Av. around the corner onto Park Av. to avoid conflict with cyclists
- Ban low-traffic northbound left turn at Myrtle Ave, add protected turn signal at Willoughby St







Existing Conditions

Navy St from Myrtle Av to Park Av

Existing conventional bike lanes are frequently double-parked, forcing cyclists into path of cars

Cyclists not protected from vehicles

Wide street with excess capacity, encouraging motorists to speed

Lacking pedestrian space along NYCHA properties

Navy St from Dekalb St to Flushing Av

Changes for Cyclists & Pedestrians:

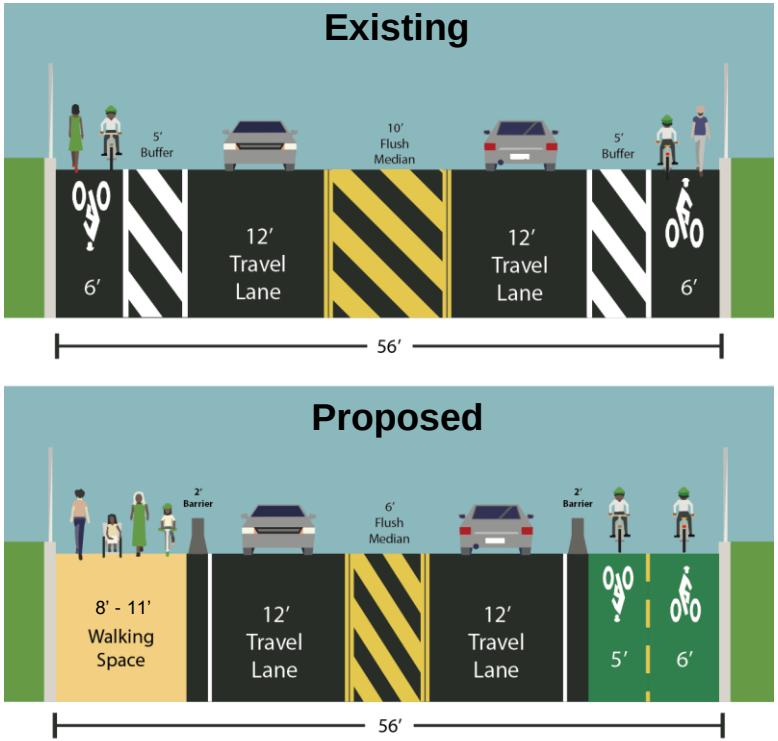
- Create a 2-way barrier-protected bike lane along the east curb
- Create pedestrian space on the roadway on Navy St between Myrtle Av. and Park Av. adjacent to NYCHA Ingersoll Houses.

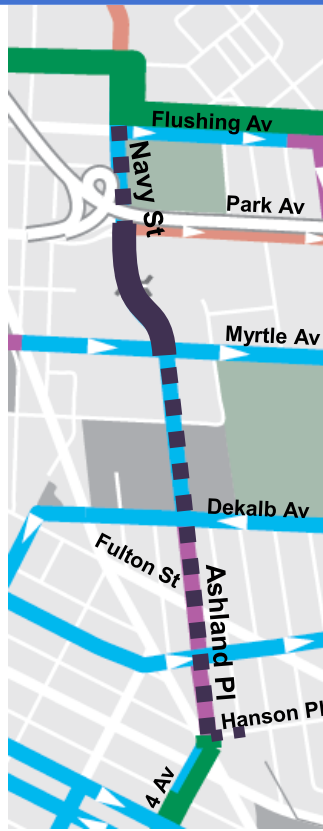
(Ongoing discussion with NYCHA to potentially connect into sidewalks within Ingersoll Houses campus)

- Design to be coordinated with future capital project which will build-out and enhance intersection at Navy St/Park Av.

Changes for Motorists:

- Maintains vehicle lanes





Existing Conditions

Ashland Pl from Fulton St to Dekalb Av

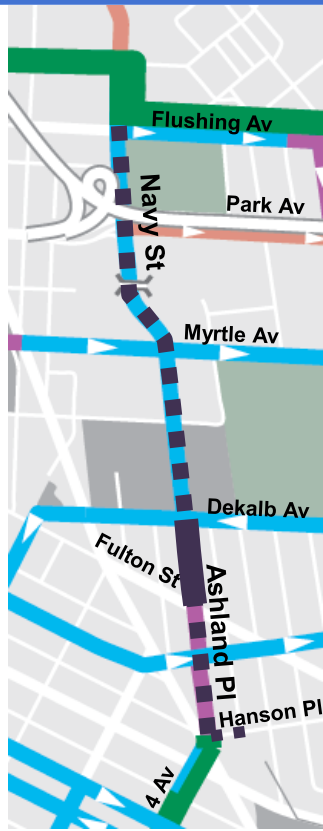
Ashland Pl from Fulton St to Dekalb St

Changes for Cyclists & Pedestrians:

- Create a 2-way protected bike lane along the east curb using a combination of concrete barriers and vertical delineators
- Create curb buffer to relieve pedestrian pinch-points

Changes for Motorists:

- Convert Ashland Pl. from Fulton St. to Dekalb Av. from a 2-way street to a 1-way (northbound) street



Existing Conditions

Ashland Pl from Hanson Pl to Fulton St

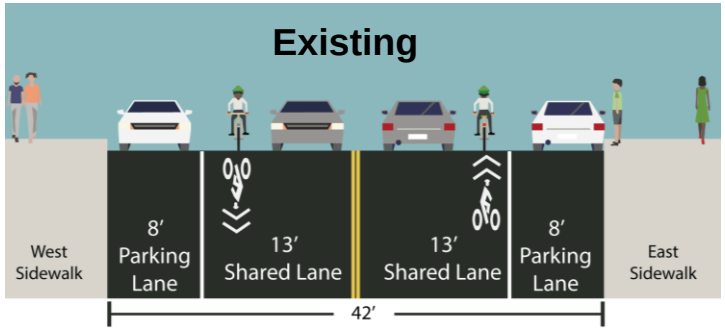
Ashland Pl from Hanson Pl to Fulton St

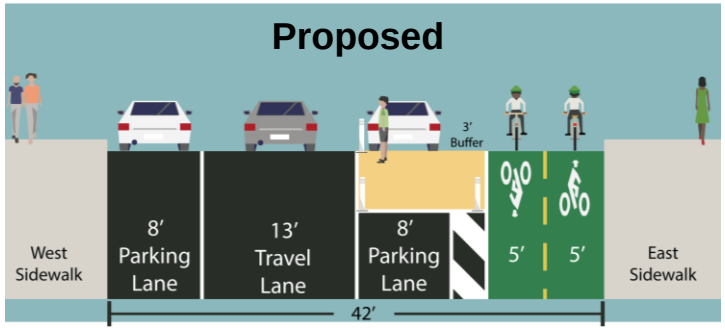
Changes for Cyclists & Pedestrians:

- Create a 2-way parking-protected bike lane along the east curb
- Install pedestrian refuge islands to reduce crossing distances for pedestrians

Changes for Motorists:

- Convert Ashland Pl. from Hanson Pl. to Fulton St. from a 2-way street to a 1-way (northbound) street
- Add metered parking regulations on Ashland Pl from Lafayette Av to Fulton St





Existing Conditions

Hanson Pl from St Felix St to Ashland Pl

Atlantic Terminal - major MTA & LIRR station

CitiBike station with top 10 highest ridership in Brooklyn
(~43,000 trips started here in 2021)

Very high pedestrian volumes and frequent mid-block crossings

Frequent double-parked vehicles

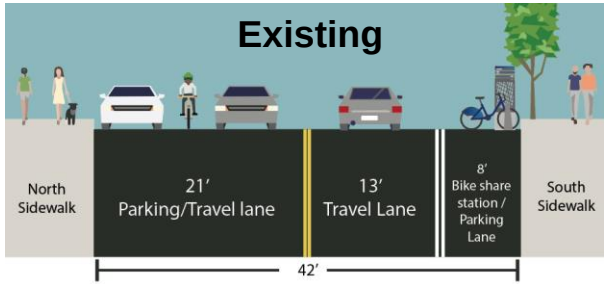
Hanson Pl from St Felix St to Ashland Pl

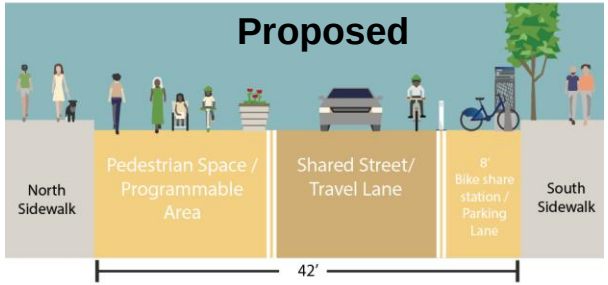
Changes for Motorists:

- Convert Hanson Pl. from St Felix St. to Ashland Pl from a 2-way street to a 1-way (westbound) street
- Remove metered parking along the north curb, maintain Authorized Vehicle Parking spaces

Changes for Cyclists & Pedestrians:

- Create shared street with treatments that prioritize pedestrians
  - Pedestrian space color pavement
  - Chicanes to slow vehicles
  - 5 MPH speed limit and “Share the Road” signage





Summary

Project Summary:

- Convert Ashland Pl from Hanson Pl to Dekalb Av from 2-way to 1-way northbound for vehicles
- Install 2-way protected bike path along the East curb of Ashland Pl and Navy St from Hanson Pl to Flushing Av
- Shorten crossing distances for pedestrians and install pedestrian islands
- Convert Hanson Pl from St Felix St to Ashland Pl to 1-way westbound for vehicles and create shared street for pedestrians
- Minimal parking impact: 2 to 5 parking spaces repurposed per block, some changes to parking meters and curb regulations

Thank You!

Questions?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