



Brooklyn CB 17

BICYCLE NETWORK DEVELOPMENT

Virtual Workshop

Presented with Brooklyn Community Board 17 – February 9, 2021



Agenda

1. Introductions

2. Presentation 20 min

- Project Overview
- Bicycle Network Development

3. Workshop 40 min

- Breakout Sessions

4. Closing Conversation 20 min

- Workshop Summaries
- Next Steps

Introductions

1

Presentation:
Project Overview

2

Introduction to NYC DOT

Safe, efficient, and environmentally responsible movement of people and goods on the City's streets



NYC DOT is responsible for:

- 6,000 miles of streets and highways
- 789 bridges and tunnels
- 12,000 miles of sidewalk
- 12,700 signalized intersections
- 315,000 street lights
- Staten Island Ferry
- 1 million+ street signs
- 200 million+ linear feet of roadway markings

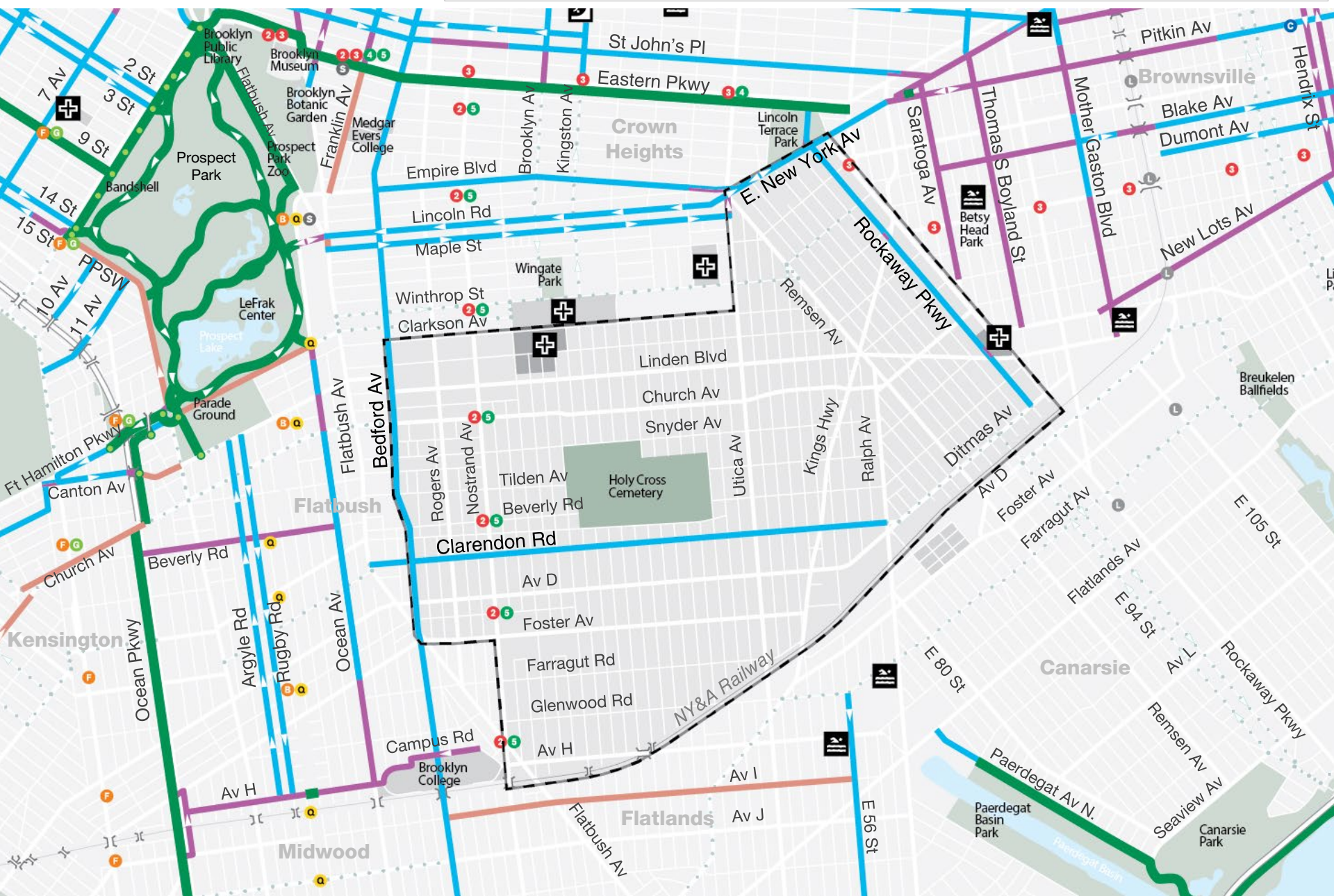
Project Focus Area

Protected Path

Bicycle Lane

Shared Lane

Signed Route



Live Poll 1

What is your relationship to the project focus area?

Planning Context

Green Wave Plan

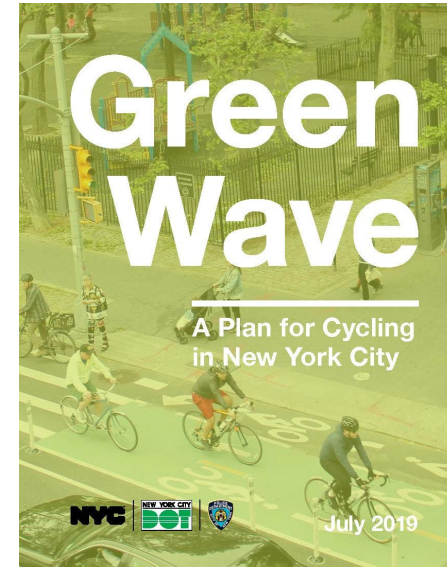
- **CB17 identified as Priority Bicycle District** due to high number of bicyclists Killed or Seriously Injured (KSI) and low bicycle network coverage
- **75 miles of bicycle infrastructure** to be built in **10 Bicycle Priority Districts** (7 in Brooklyn, 3 in Queens)

Pandemic Response

- **Improve Safe Commuting Options for Essential Workers.** District has high population of essential workers (over 20k workers)
- **Increase Access to Open Space** by improving connections to open space and developing healthy commuting options

Citi Bike Expansion

- **Phase 3 Expansion plan includes** portion of district **north of Cortelyou Road** to be rolled out through 2023
- **Access to a network of over 15,000 bikes and 1,000 stations** in Brooklyn, Queens, Manhattan and the Bronx



Major Recreational Destinations Surrounding District



Live Poll 2

What type of transportation cyclist are you?

Do you know someone who rides a bike in this neighborhood?

Presentation:
Bicycle Network Development

2

DOT Street Improvement Programs Toolkit

Markings Organize the Roadway to Increase Safety

High Visibility Crosswalks



Curb Extensions



Bike Lanes



Street Improvement Projects are:

- Low cost;
- Quickly implemented; and
- Use semi-permanent materials

Complete streets and street redesigns improve safety for *all* road users, including cyclists, pedestrians, drivers, and bus riders.

Shared Bicycle Lanes

Benefits

Alert drivers and cyclists of shared space

Provide wayfinding for people on bikes

Guide cyclists where to ride on the road

Considerations

Can be **less comfortable** for novice cyclists, may have less traffic calming benefits

No parking loss: typically fits in between existing travel and parking lanes



Conventional Bicycle Lanes

Benefits

Discourage speeding by visually narrowing the road

Increase predictability by clearly defining road space for each user

Considerations

No physical separation between vehicles and cyclists

No parking loss - typically fits in between existing travel and parking lanes



Protected Bicycle Lanes

Benefits

Maximizes traffic calming by physically narrowing roadways

Increases safety for all road users by shortening crossing distances for pedestrians, and separating people driving and biking

Encourages **wider range of people** to try riding a bike

Considerations

Typically removes parking spaces

May require removal of a travel lane



Safety Benefits of Bicycle Infrastructure

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

-15% drop in all crashes with injuries

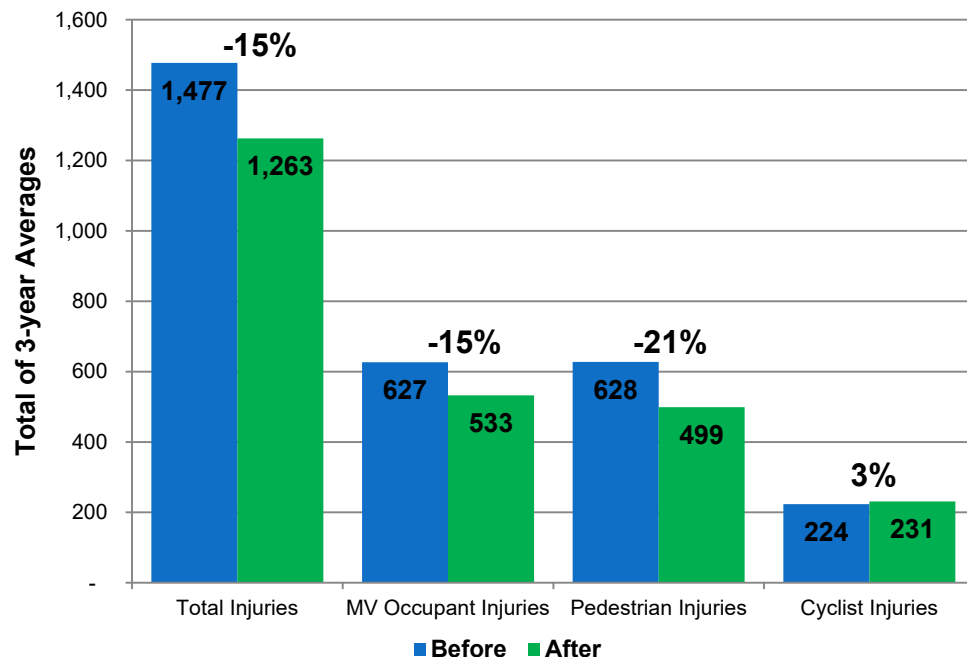
-21% drop in pedestrian injuries

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 Focus Area

Network Development Goals

Improve safety for all road users

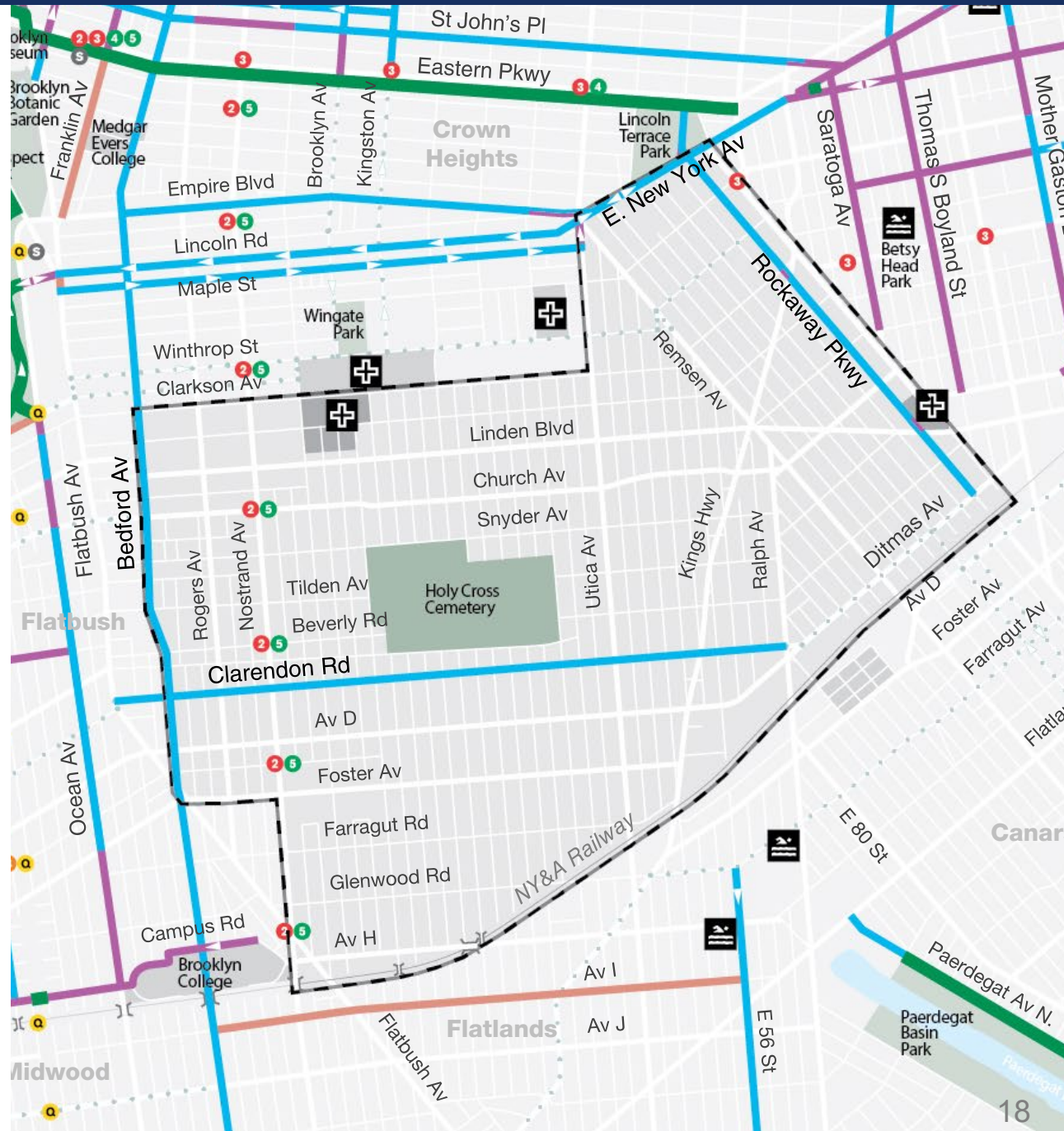
Close gaps in bicycle network

- Connections to local destinations and transit
- Connections to adjacent neighborhoods
- Connections to parks and greenways

LEGEND

Existing Bicycle Facilities

	Protected Path
	Bicycle Lane
	Shared Lane
	Signed Route



Live Poll 3

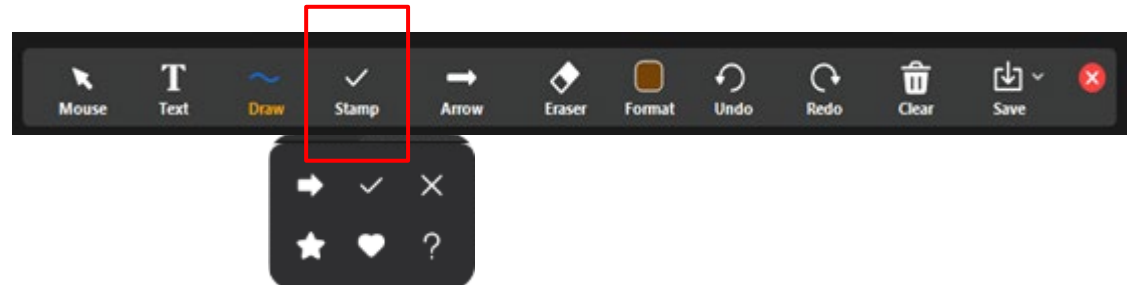
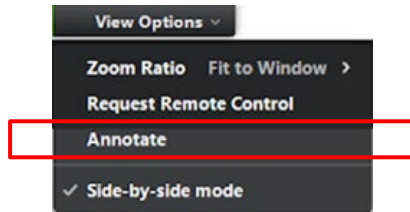
Which types of bicycle lanes would you feel most comfortable seeing in this area?

Workshop

3

Interactive Tools

Annotation

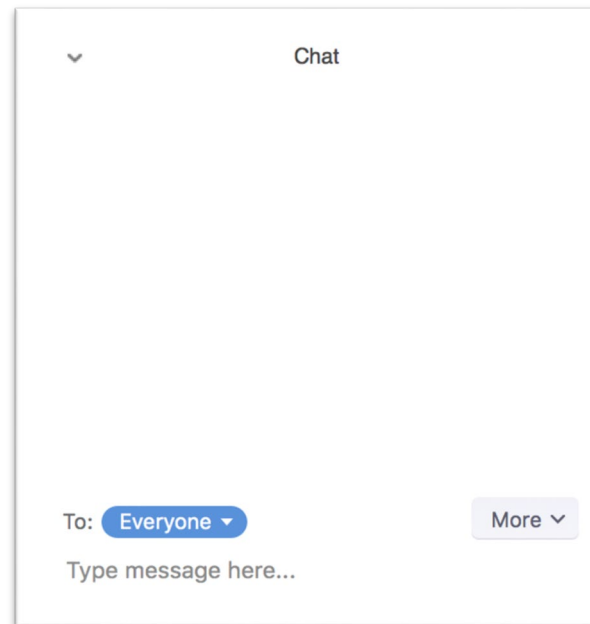


Chat

PC: Ctrl + H

Mac: Command + Shift + H

Phone: More > Chat



Are you familiar with the types of bicycle lanes in Brooklyn? What do you think of them?

Shared Lane



Conventional Bicycle Lane



One-way Protected Path



Two-way Protected Path



What's the best way to make more space for protected bike lanes?

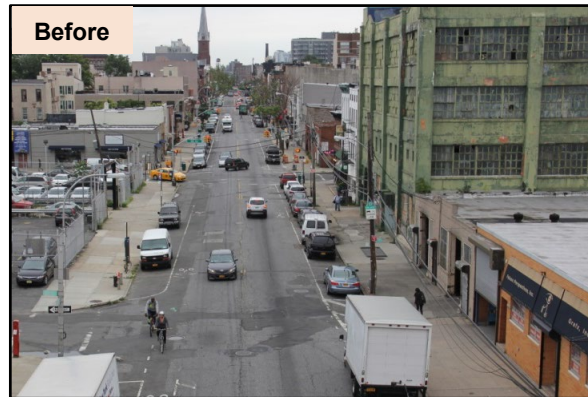
A. One-way Conversion

Example: Loring Ave,
Brooklyn, 2013



B. Remove One Lane of Parking

Example: Vernon Blvd,
Queens, 2013

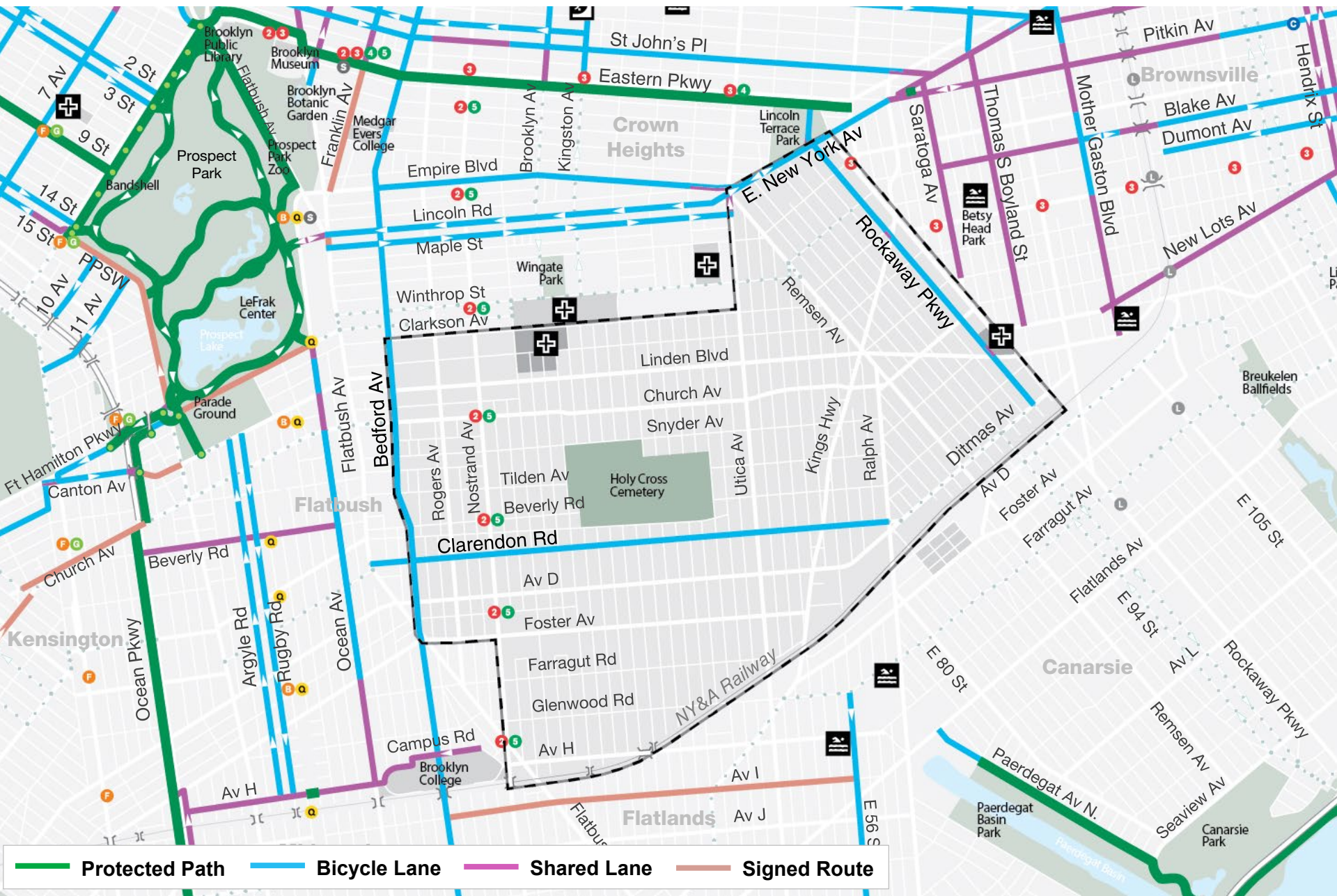


C. Reduce Travel Lanes

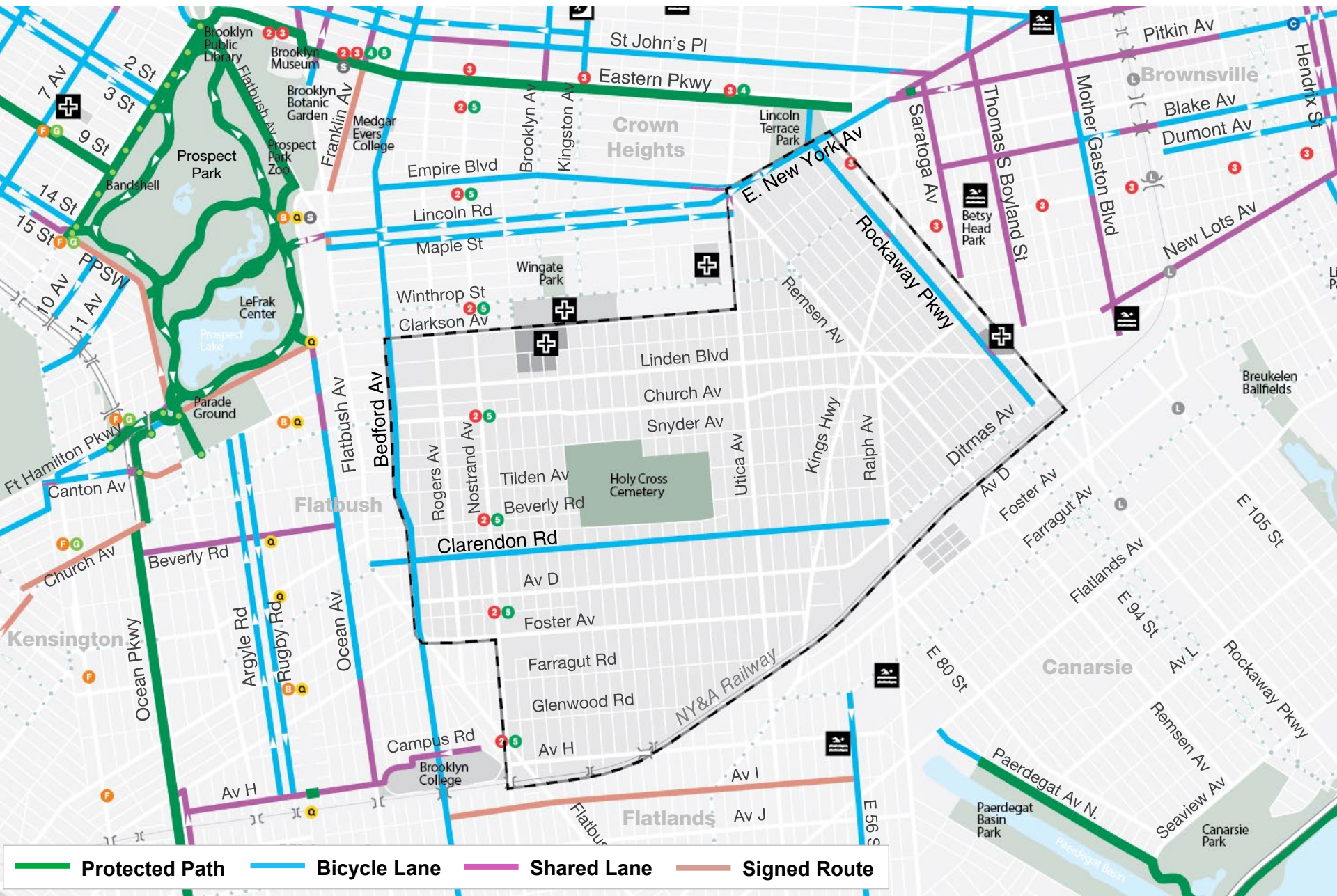
Example: 111th St, Queens,
2017



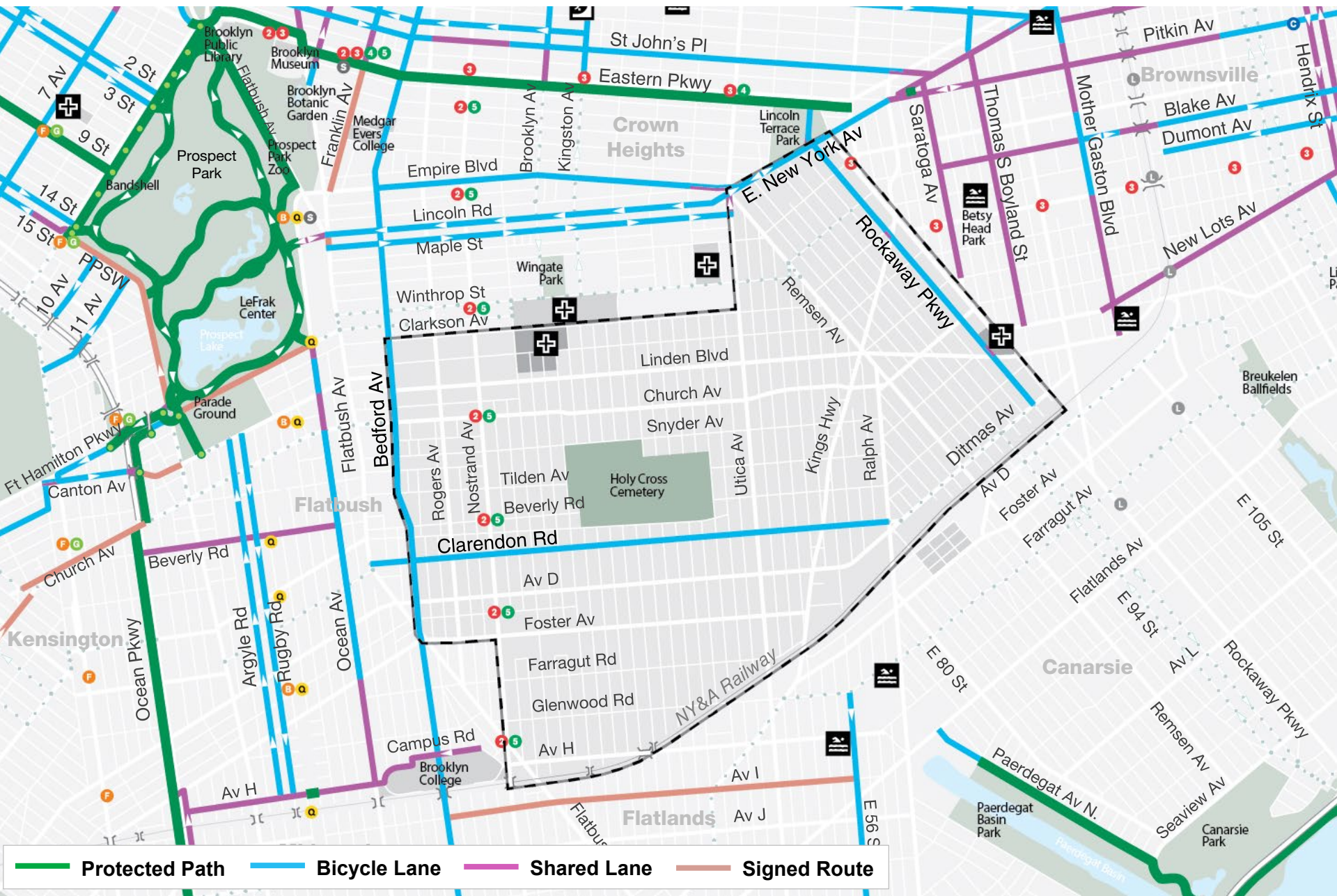
Which kinds of streets would you like to see potential bike lanes on?



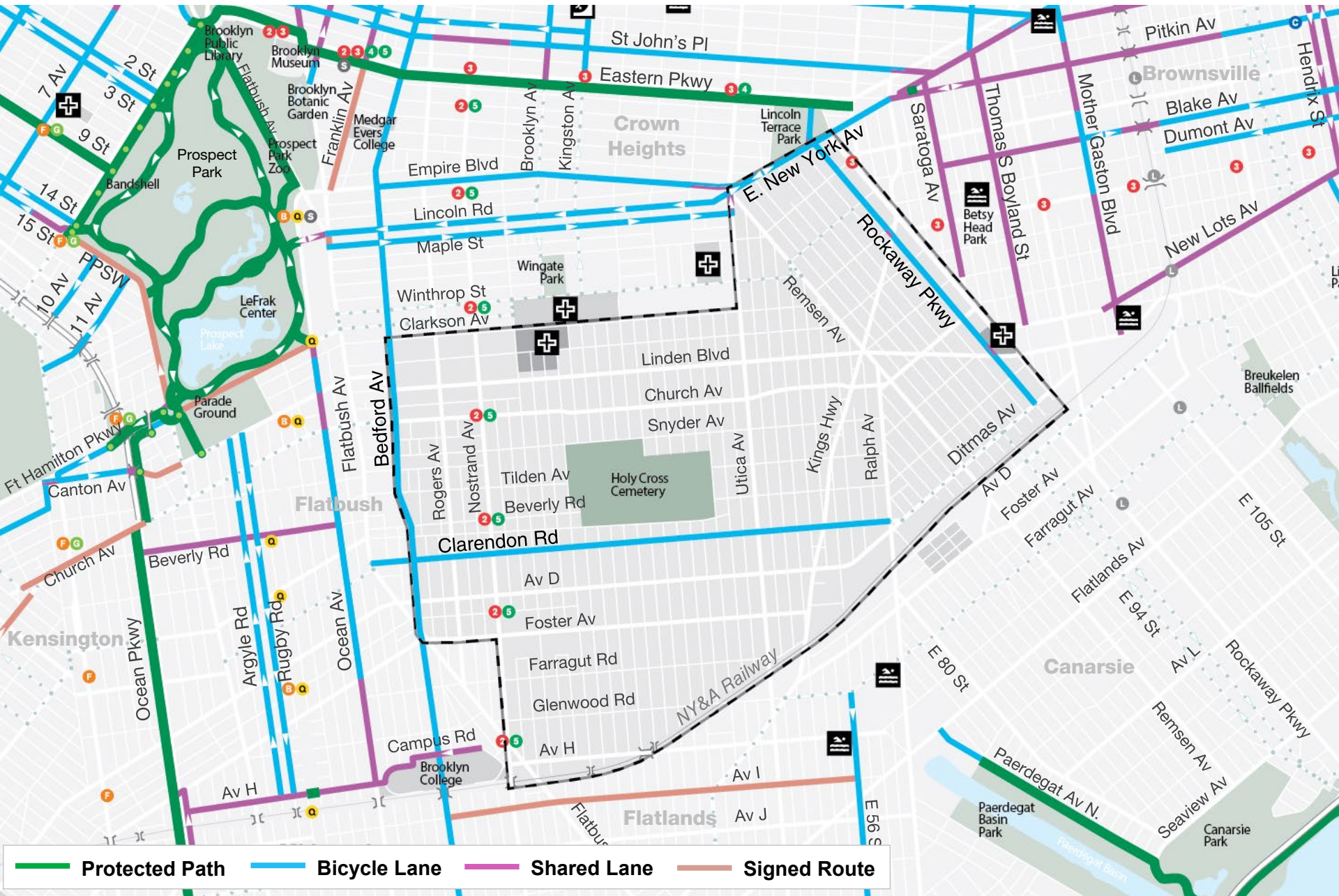
What issues have you experienced using the streets in this area?



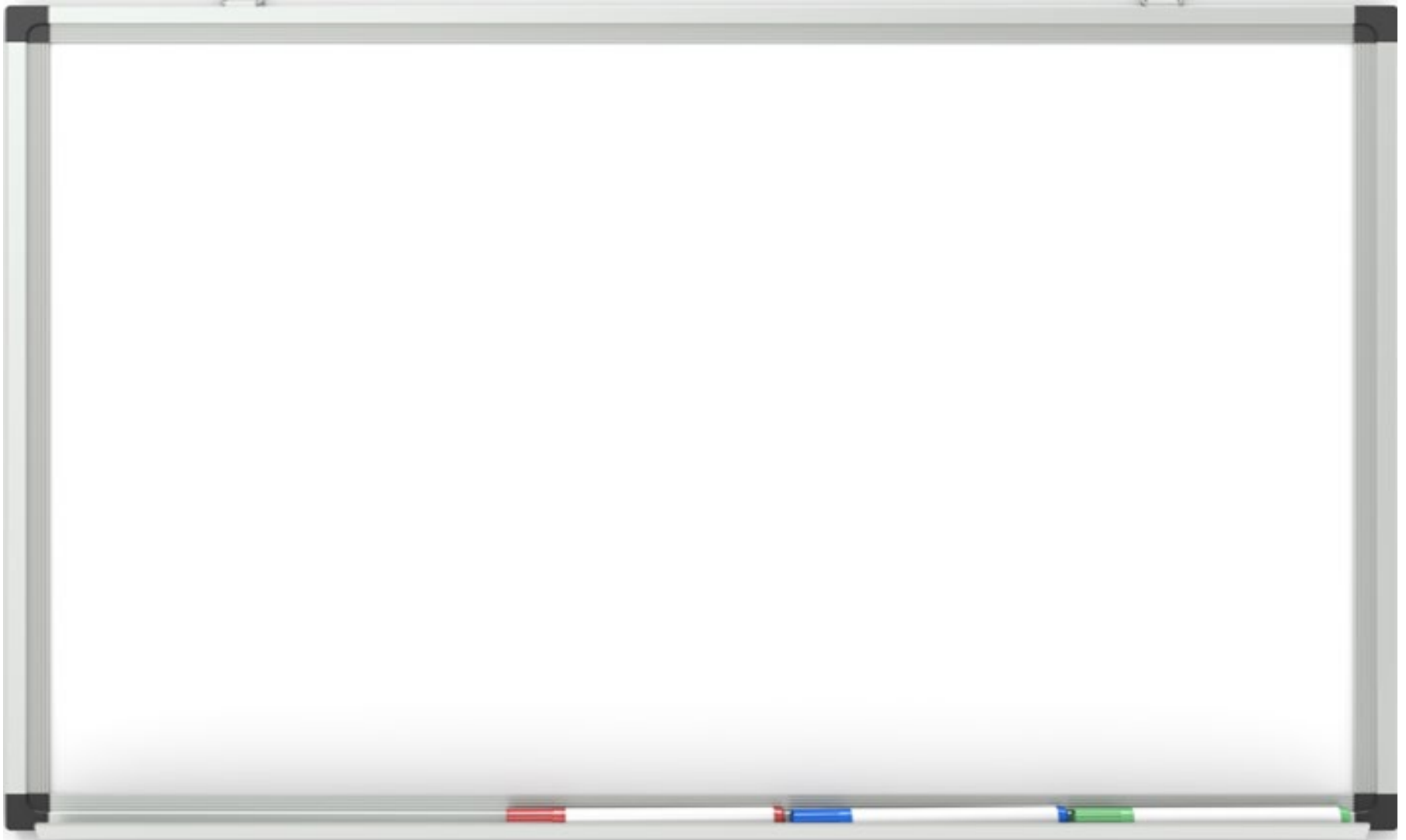
What destinations are most important to connect to?



Which streets would you like to see protected lanes?



What are the most important issues that came up in the discussion?



Closing Conversation

4

What are the most important issues that came up in your discussion?

Volunteer from each group will share top issues

Live Poll 4

**How do you feel about
expanding the bicycle
network in this area?**

Next Steps and Project Timeline:

Winter 2021

- Virtual Public Engagement
 - Project Portal

Spring – Summer 2021

- Outdoor Events (as feasible)
 - Bike Month (May)
- Continue Virtual Engagement

Fall 2021

- Project Development
 - Design and engineering
 - Return to board with project proposals

2022

- Project Implementation

Live Poll 5

**What types of engagement
would you like to see us do
next?**



THANK YOU!



NYC DOT



NYC DOT



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