



Brooklyn CB 17

BICYCLE NETWORK DEVELOPMENT

Outreach Update

Presented to Brooklyn Community Board 17 – June 8, 2021



Agenda

1. Project Overview
2. Virtual Workshop Recap
3. Planned Summer Outreach
4. Next Steps

Project Overview

1

Project Focus Area

Network Development Goals

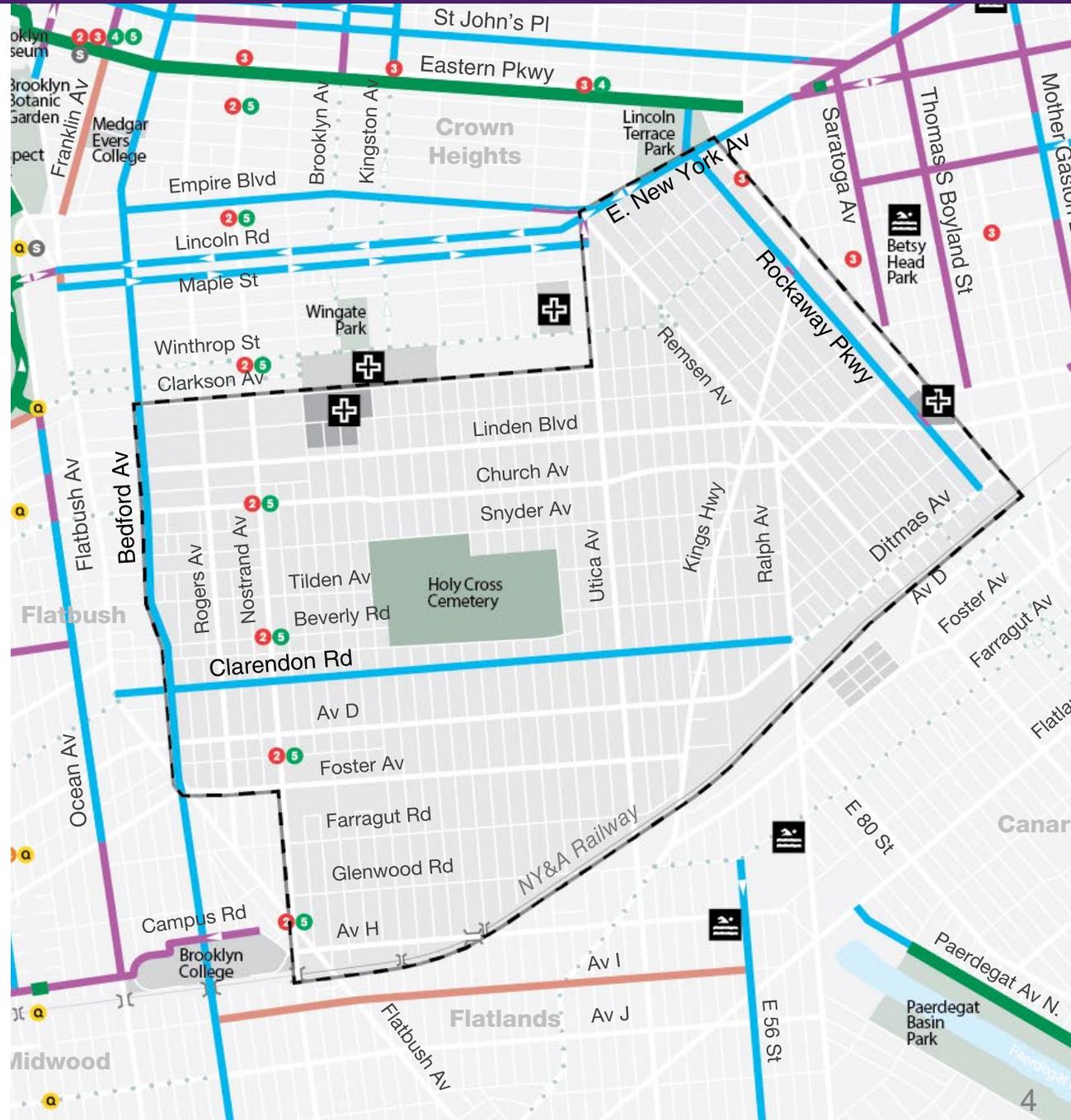
Improve safety for all road users

Close gaps in bicycle network

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

LEGEND

	Protected Path
	Bicycle Lane
	Shared Lane
	Signed Route



Planning Context

Green Wave Plan

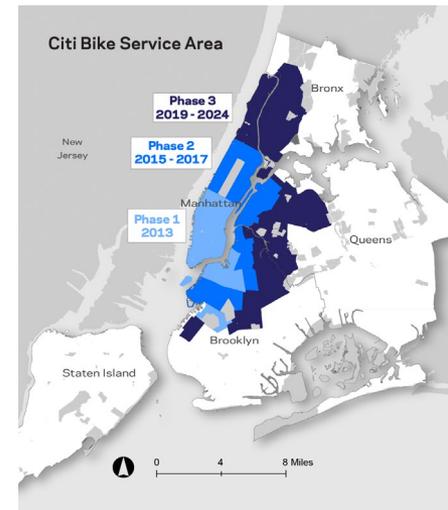
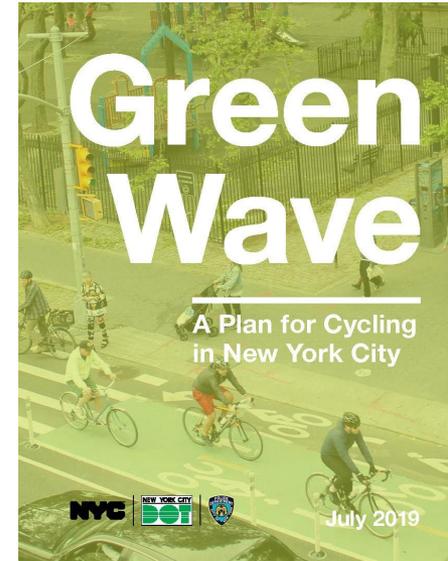
- **CB17 identified as Priority Bicycle District** due to high number of bicyclists Killed or Seriously Injured (KSI) and low bicycle network coverage
- **75 miles of bicycle infrastructure** to be built in **10 Bicycle Priority Districts** (7 in Brooklyn, 3 in Queens)

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 2024
- **Access to a network of over 20,000 bikes and 1,300 stations** in Brooklyn, Queens, Manhattan and the Bronx



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.

Virtual Workshop Recap

2

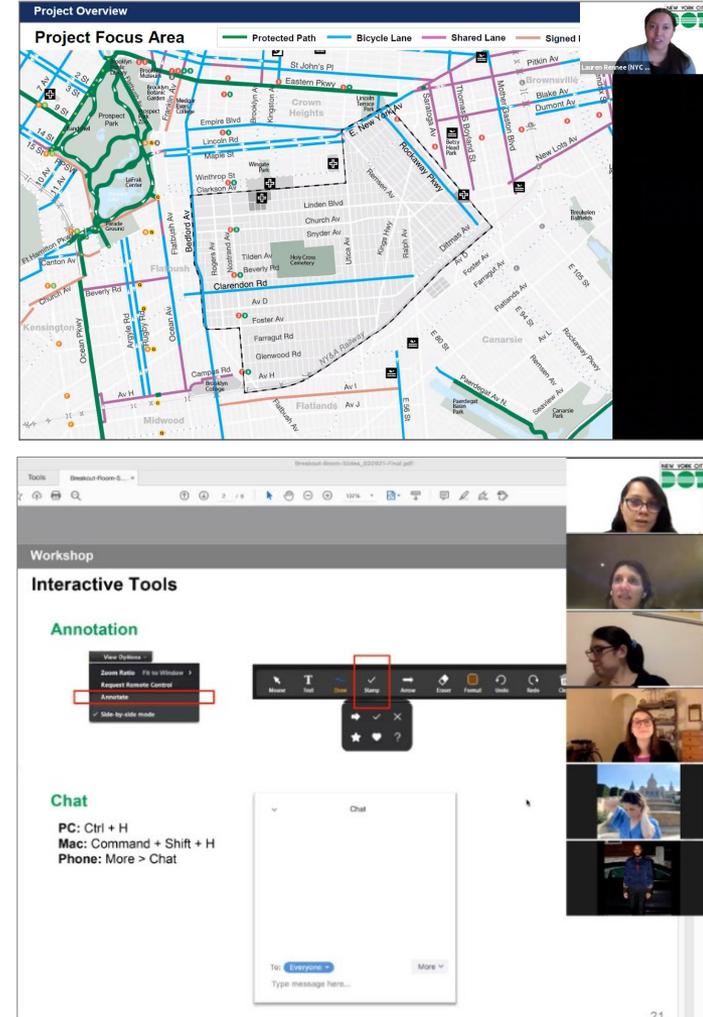
Workshop Summary

- The virtual workshop was co-hosted with Brooklyn Community Board 17 during regularly scheduled Transportation Committee meeting on 2/9.
- The purpose of workshop was to solicit general feedback on expanding the bicycle network in this area and gauge sentiments regarding the trade-offs of different types of bicycle facilities.
- Workshop format included Live Polls and Breakout Rooms with opportunities for participants to annotate maps and type out ideas.

Who Attended

- 37 workshop participants, including representatives from local community organizations, employers, and advocacy organizations
- Participants included Councilmember Farah Louis (District 45); representatives from the offices of the Senator Persaud (District 19), Brooklyn Borough President, City Council; and members from Community Board 17.

Screenshots from Presentation and Breakout Session



What we heard

Challenges

- Sharing the road with vehicles, traffic congestion, speeding
- Existing conventional bike lanes blocked by vehicles

Connectivity

- Existing network in district does not connect well to bike network or nearby destinations
- Future routes should connect to existing bike network, parks, waterfront.

Types of Bicycle Lanes

- Preference for Protected Bike Lanes expressed in polls and discussion groups

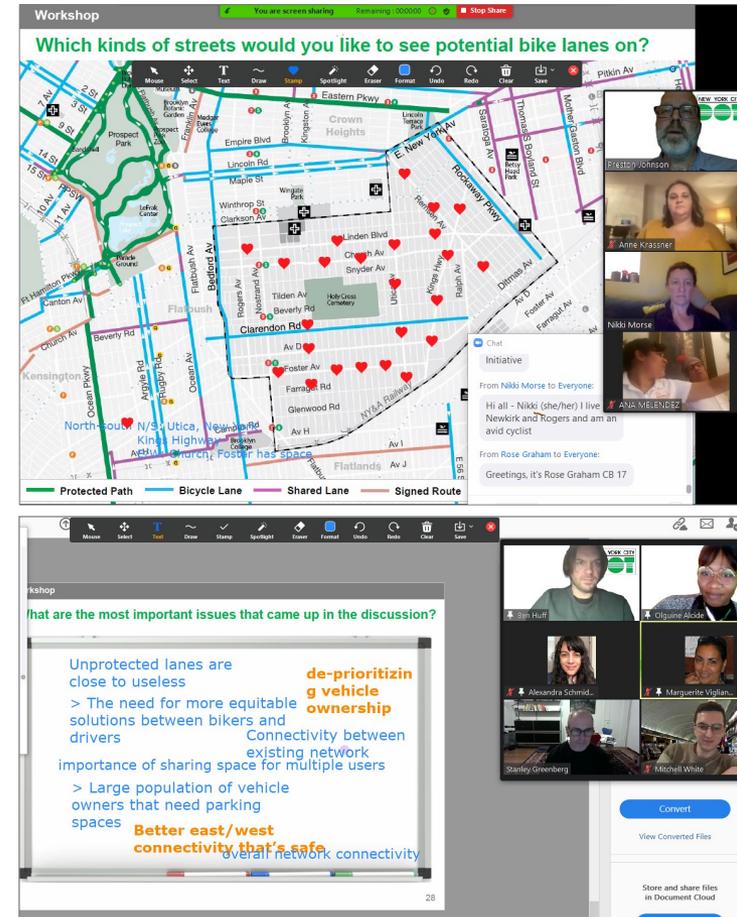
Best Way to Make Space for Protected Bike Lanes

- Concerns about removing street parking
- General preference for removing travel lane and one-way conversions, depending on the route.

Network Expansion

- Support for expanding the bike network in this area

Screenshots from Breakout Session



Planned Summer Outreach

3

Pop-Up Outreach Stations NYC DOT Street Ambassadors

Purpose: DOT wants to hear thoughts and suggestions from the public in high priority areas to better understand how people get around the neighborhood and barriers to cycling.

Process:

- Pop-up outreach stations will be deployed at sites around CB17 staffed with Street Ambassadors in June and potentially in July.
- Street Ambassadors will administer surveys, have giveaways, and provide safety and education materials

Outcomes:

- DOT planners will have useful data for future network planning.
- Support for future project development in areas where there is a lack of investment in transportation.
- DOT will know which organizations are important to the community.



A delivery cyclist being surveyed by a NYC DOT Street Ambassador in Washington Heights



Pop-up station at Van Dyke Community Center in Brownsville

Safety and Education Materials

Get There Safely postcard's purpose is to educate and inform cyclists about best practices on the road and prevent any injuries.

Get There Without a Ticket postcard's purpose is to educate and inform cyclists about following the most important rules of the road and avoid being stopped by the police to receive a ticket.

Get There Myths postcard's purpose is to demystify some myths that prevent the practice of cycling.



GET THERE SAFELY

- If you can't see the driver they can't see you** → Use extra caution when passing trucks, buses, or approaching an intersection alongside a large vehicle.
- Stop at all red lights and stop signs** → Running a red light or stop sign puts you at risk for a serious crash, and startles pedestrians who don't see you.
- Be sure to be seen when stopped** → At red lights, stop to avoid the driver's blind spot—slightly ahead of a waiting vehicle.
- Be aware of your surroundings** → Do not wear more than one earphone while riding. Check behind you, especially changing lanes.



BIKE LAWS

- Stop at all red lights and stop signs** → Most serious cycling injuries (89%) occur at intersections. Wait for green to be seen!
- Ride in the direction of traffic** → That's where people expect to see you.
- Be seen to avoid collision** → Use a white headlight and red taillight at night.
- Yield to pedestrians - they have the right of way** → People walking may not see or hear you coming. Nobody likes to be startled!



BIKING MYTHS VS FACTS

- Biking takes too long** → **FACT:** More than half of peak hour taxi trips would be faster if taken on a bike.
- Riding a bike in NYC is too dangerous** → **FACT:** Cycling risk is very low and can prolong your life. Cycling commuters have roughly half the risk of developing heart disease.
- My bike will get stolen** → **FACT:** While an unlocked wheel can be a target, a bike lock can prevent theft. Stolen bikes can be covered by renters insurance.
- I'll get too sweaty** → **FACT:** Biking takes half the energy of walking and you can bike in regular clothes!

Safety and Education Materials

Bike Map provides information in two different languages (English, Spanish) about NYC Biking Laws, biking tips, and a detailed map with updated on-street and off-street bicycle paths in NYC.



Legend

Protected Bicycle Lane with Access Point Camino protegido para bicicletas con punto de acceso 有出入口自行车专用道	Conventional Bicycle Lane Carril para bicicletas 脚踏车道	Shared Lane Carril compartido 共用车道	Signed Route Rutas señalizadas 未划分路段
Walk Bike Paseo en bicicleta 步行自行车	Expressway - Bicycles and Pedestrians Prohibited Via rápida (se prohíben las bicicletas y peatones) 快速公路 (禁止脚踏车使用)	Bike Shop Tienda de bicicletas 脚踏车商店	
Green Lights Timed for Bikes Luces verdes programadas para bicicletas 绿信号灯对自行车	Cobblestone Streets Calle empedrada 鹅卵石街道	Bike Shop with Rentals Tienda de bicicletas con alquiler de bicicletas 自行车店附设自行车出租	
Potential Future Bicycle Routes Posible uso futuro como ruta para bicicletas 未来可能用作自行车路线	Dirt Path or Trail Camino o sendero de tierra 鹅卵石街道	Rentals Only (no sales) Únicamente alquiler de bicicletas 仅出租自行车	



Pop-Up Outreach Stations NYC DOT Street Ambassadors



Overall Interactions

Shirley Chisholm Park Pop-up Outreach Station
May 2, 2021



60 Interactions



37 Educational
Materials
Palm Cards, Maps



57 Giveaways
Tote Bags, Bells, etc



Street Ambassadors administering transportation surveys

Digital Outreach

Online Survey

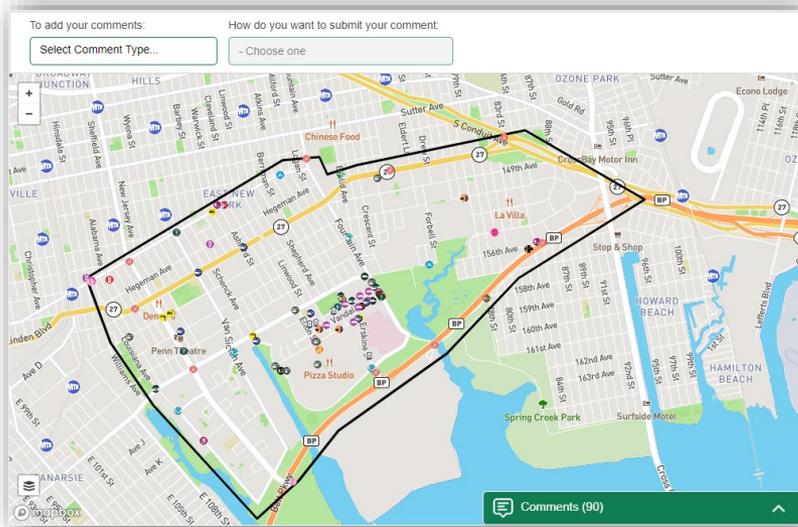
* 1. What is your home zip code?

* 2. What is your relationship to Lindenwood/Spring Creek - Brooklyn/Queens? (Select all that apply)

<input type="checkbox"/> I live here	<input type="checkbox"/> I attend religious services here
<input type="checkbox"/> I work here	<input type="checkbox"/> I visit restaurants/bars/social venues here
<input type="checkbox"/> I go to school here	<input type="checkbox"/> This is my first time visiting
<input type="checkbox"/> I visit friends and/or family here	<input type="checkbox"/> I'm just passing through
<input type="checkbox"/> I shop/run errands/go to gym/salon/medical visit here	
<input type="checkbox"/> Other (please specify)	

Example of online survey. The survey will include multiple choice questions and opportunities to provide written feedback

Feedback Map



Example of feedback map, which provides opportunity to give specific location-based feedback

NYC DOT Wants Your Feedback!

Give Feedback On Prospect Heights Open Streets | Identify Safety and Public Space Improvements



Create Your Community | Get Involved With Open Streets

NYC DOT wants to better understand how Open Streets in Prospect Heights were used and how the community wants to see these corridors used in the future. Please take our survey!

- The survey is only seeking feedback on Underhill Avenue Open Streets and Vanderbilt Avenue Open Streets: Restaurants
- How did you use these Open Streets?
- What delivery or vehicles do you need on these Open Streets?
- Tell us what you see for these Open Streets corridors!



Learn more and share your feedback at bit.ly/prospectheights-openstreets



If you have any questions or concerns, please email openstreets@dot.nyc.gov or reach out to the NYC DOT Brooklyn Borough Commissioner's Office at 646.892.1350 or visit our website: nyc.gov/dot. To sign up for NYC DOT updates, visit: nyc.gov/dotnews



Example of flyer with web links and QR code that will be posted around district

Next Steps

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Next Steps and Project Timeline:

Summer 2021: In-person and Digital Outreach

- Street Ambassador Events
- Online Project Portal and Survey

Fall 2021: Return to Board with Project Proposals

- September: Present potential route options
- October/November: Present design proposals

2022: Project Implementation



THANK YOU!



NYC DOT



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