



Brooklyn CB 17

BICYCLE NETWORK DEVELOPMENT

Outreach Summary and Route Opportunities

Presented to Brooklyn Community Board 17 – October 12, 2021



Agenda

1. Project Overview
2. Public Outreach
3. Bike Route Opportunities
4. Potential Protected Bike Lanes
5. Next Steps

Project Overview

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Project Overview

Project Focus Area

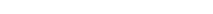
Network Development Goals

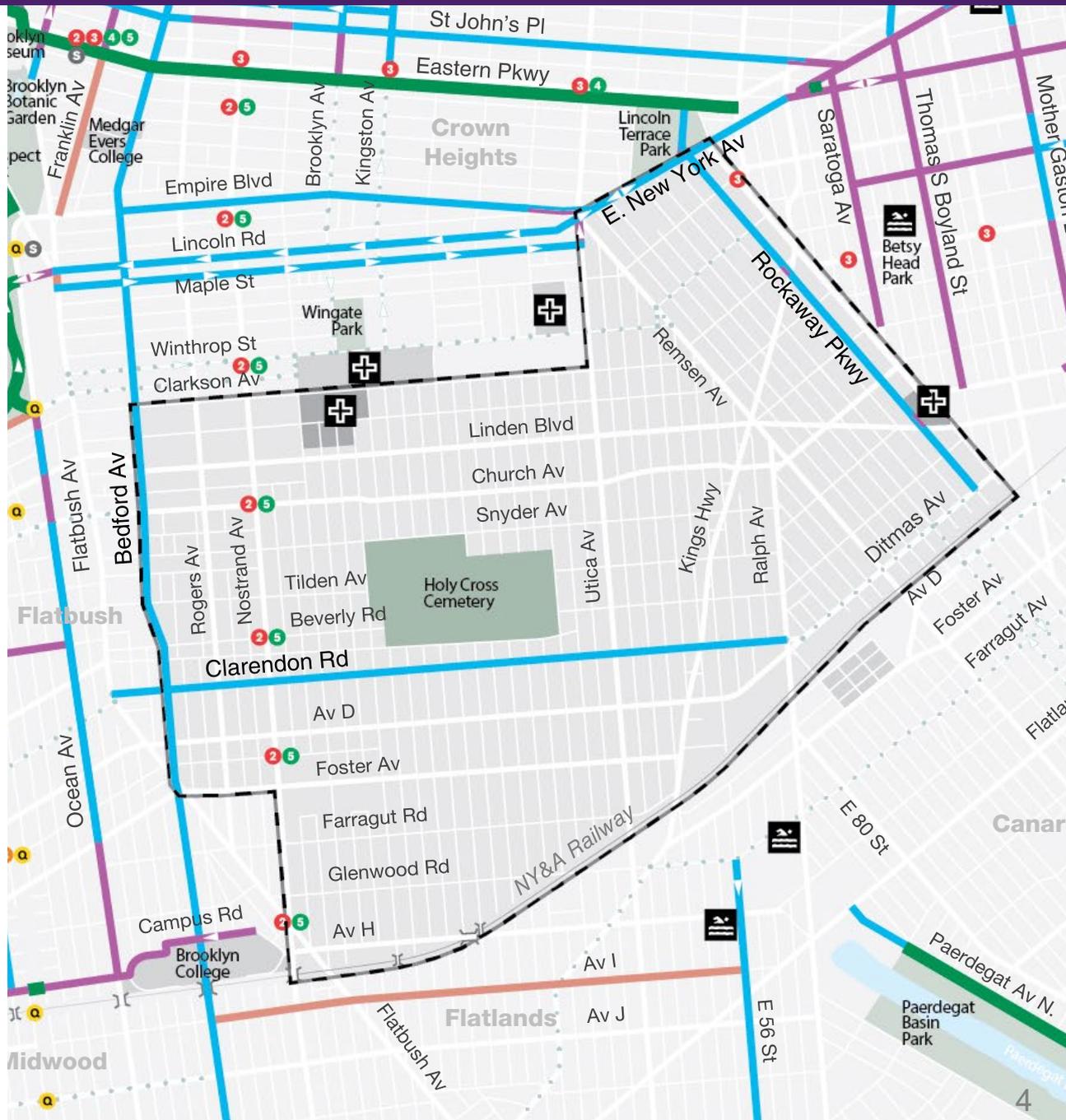
Improve safety for all road users

Close gaps in bicycle network

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

LEGEND

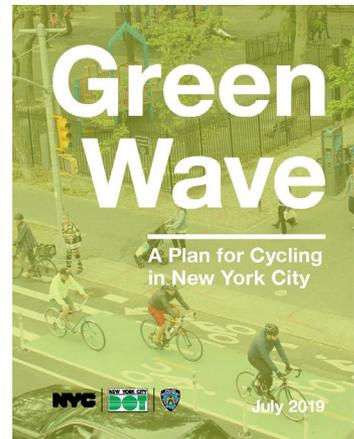
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|  | Protected Path |
|  | Bicycle Lane |
|  | Shared Lane |
|  | Signed Route |



Planning Context

Improving Safety and Access in District

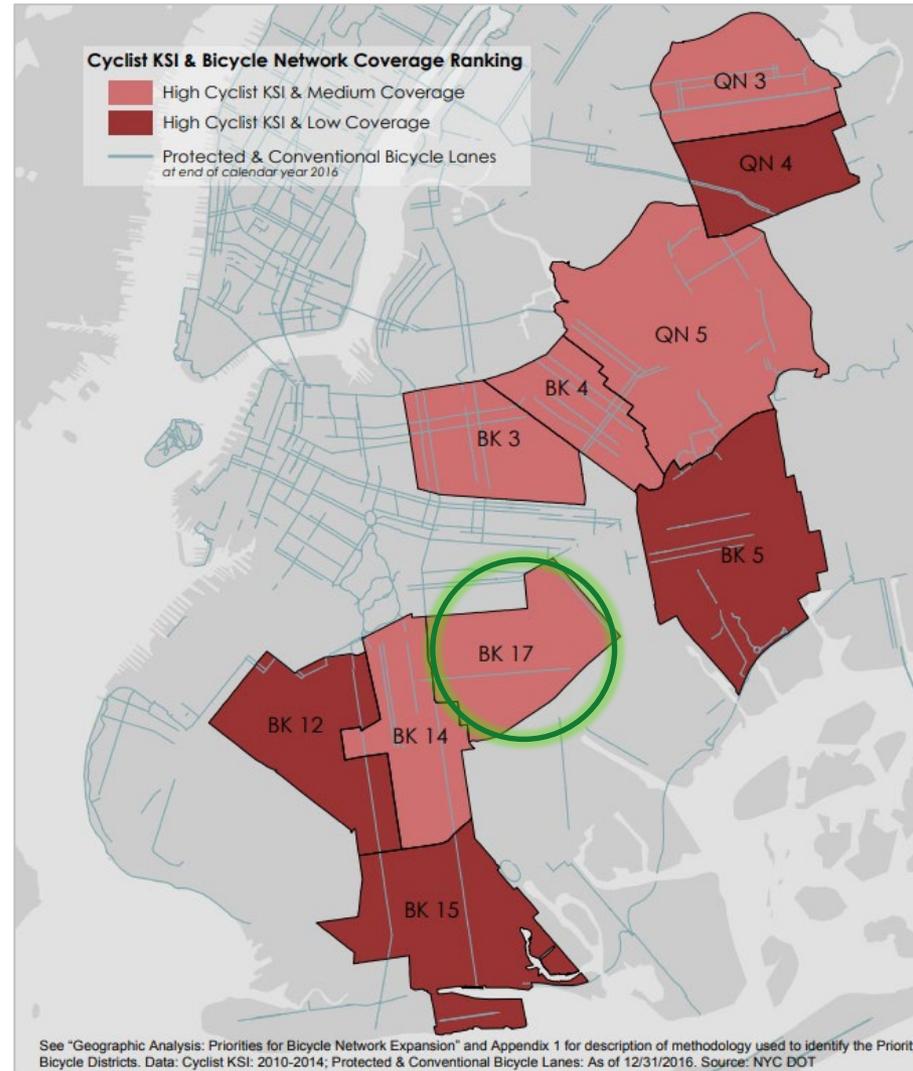
- **CB17 identified as Priority Bicycle District** due to high number of bicyclists Killed or Seriously Injured (KSI) and low bicycle network coverage



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)

Bicycle Priority Districts



Planning Context

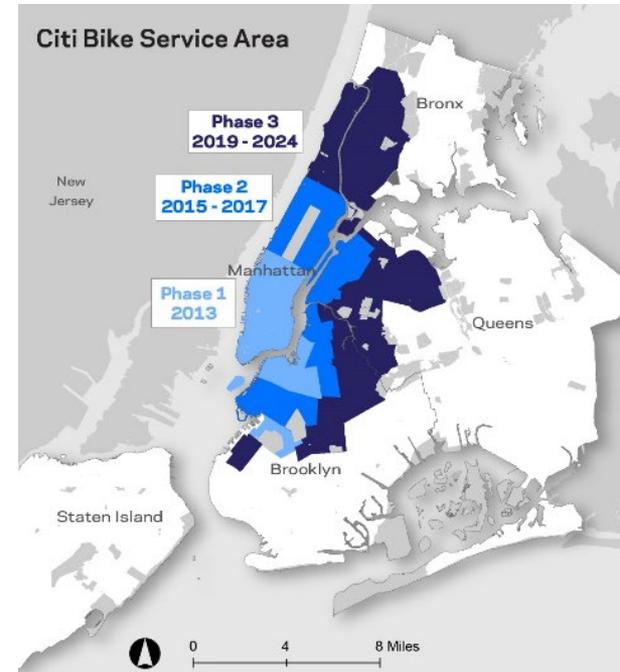
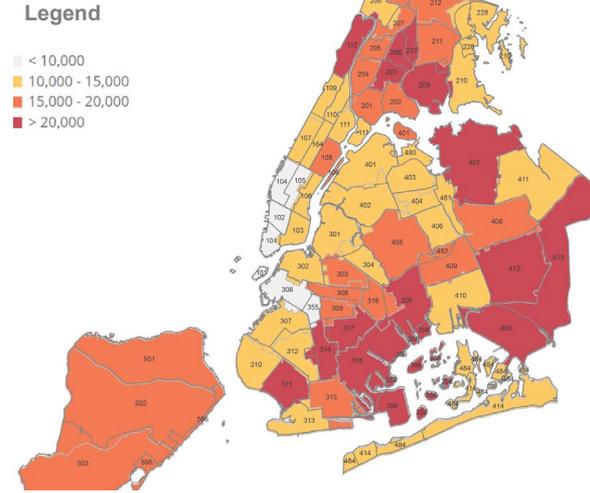
Pandemic Response

- **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

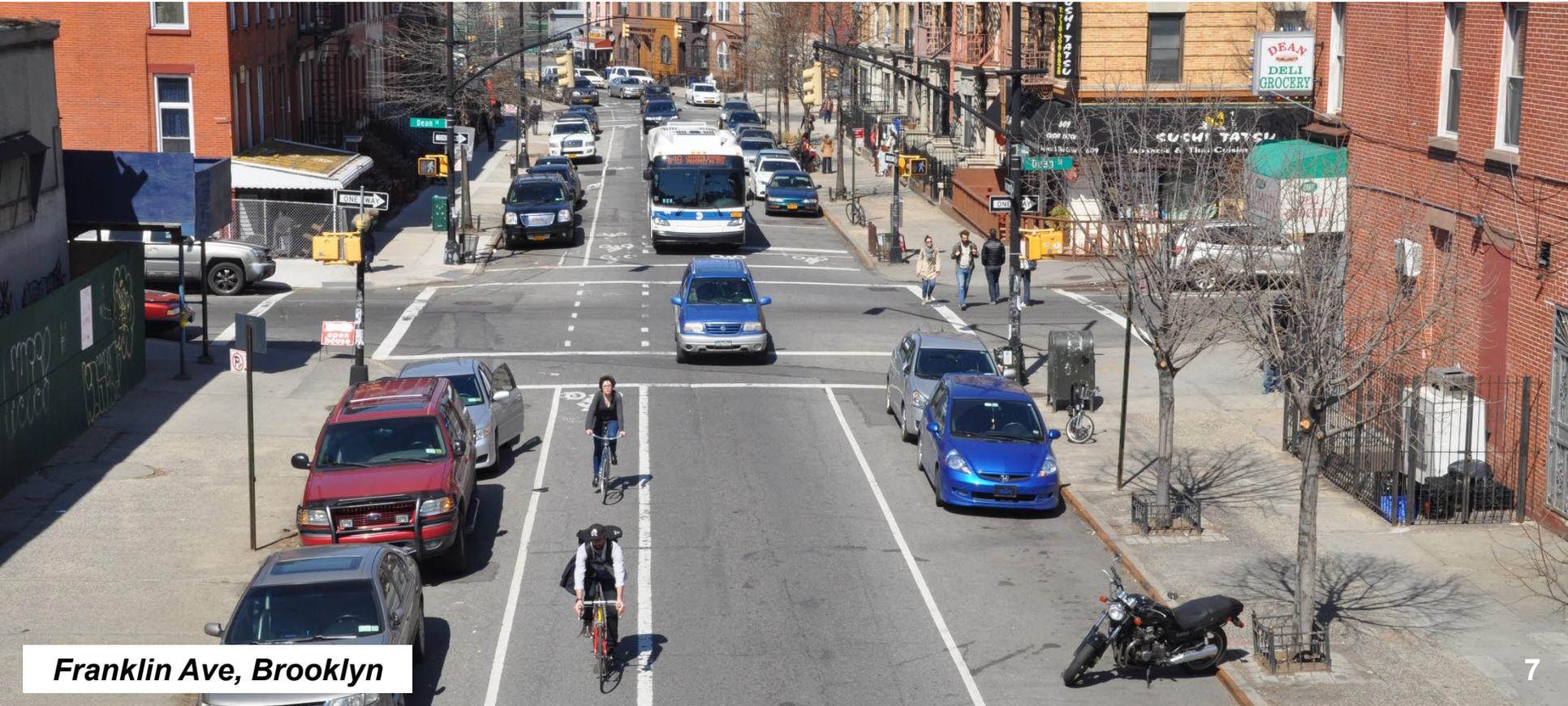
Essential Workers by Community District



Safety Benefits of Bicycle Infrastructure

Bike Lane Projects Increase Safety for All Road Users

- Markings organize the roadway
- Standard width travel lanes discourage speeding, unsafe behavior
- Bike lanes provide dedicated space for cyclists and increase predictability of cyclist location for drivers and pedestrians
- Upgraded crosswalks improve visibility and pedestrian safety



Franklin Ave, Brooklyn

Bicycle Network Development Toolkit

Shared Bicycle Lanes



Edgecombe Ave, MN

Sharrow markings guide cyclists where to ride on the street

- **Alert drivers & cyclists of shared space**
- **Provide wayfinding for cyclists**
- **Guide cyclists away from car doors**

Standard Bicycle Lanes



Argyle Rd and Rugby Rd, BK

Striped bicycle lane provides dedicated space in the road

- **Discourage speeding** by visually narrowing the road
- **Increase predictability** by clearly defining road space for each user

Protected Bicycle Lanes



Fountain Ave, BK

Striped bicycle lane protected by bollards or floating parking

- Maximizes **traffic calming** by physically narrowing roadways
- **Increases safety for all road users** by shortening crossing distances for pedestrians, & separating people driving and biking

Public Outreach

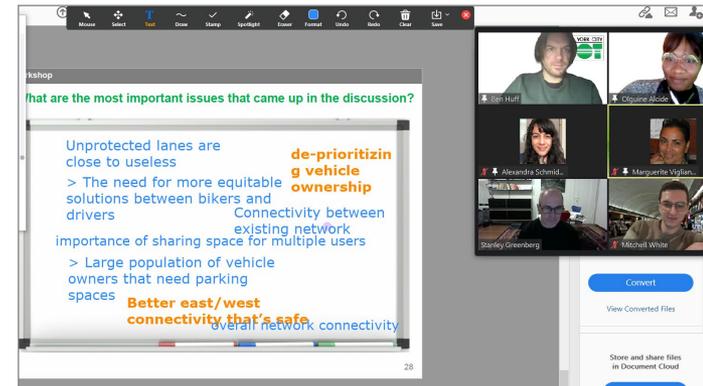
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Virtual Workshop

- The virtual workshop was co-hosted with Brooklyn Community Board 17 during regularly scheduled Transportation Committee meeting on February 9, 2021.
- 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 CM 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.



Digital Outreach

Online Survey

Using a 28-question survey instrument, NYC DOT collected data on mode choice, trip patterns, barriers to cycling, attitudes, and perceptions of traffic safety in Brooklyn Community Board 17.

* 12. What types of bicycle lanes would you feel most comfortable seeing in the neighborhood? (Select all that apply)

Types of Bicycle Lanes VISION ZERO NYC DOT



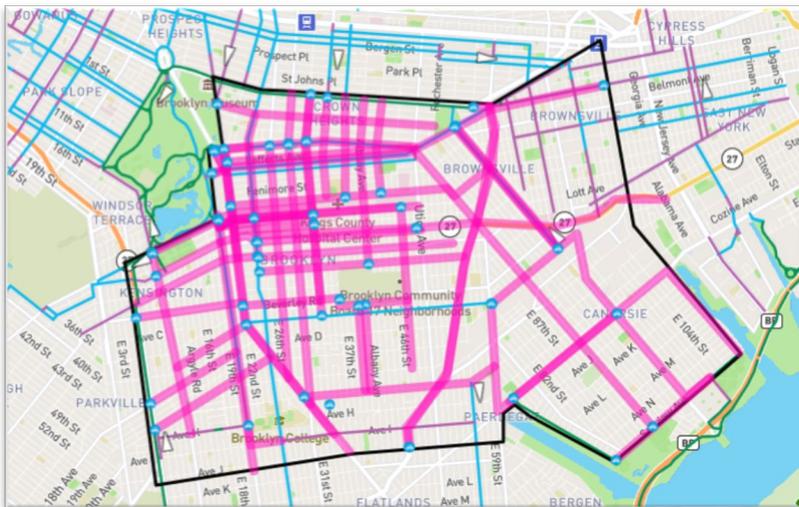
- Protected bicycle lanes
- Conventional bicycle lanes
- Shared lanes
- I don't want to see any bike lanes

Online survey included multiple choice questions and opportunities to provide written feedback

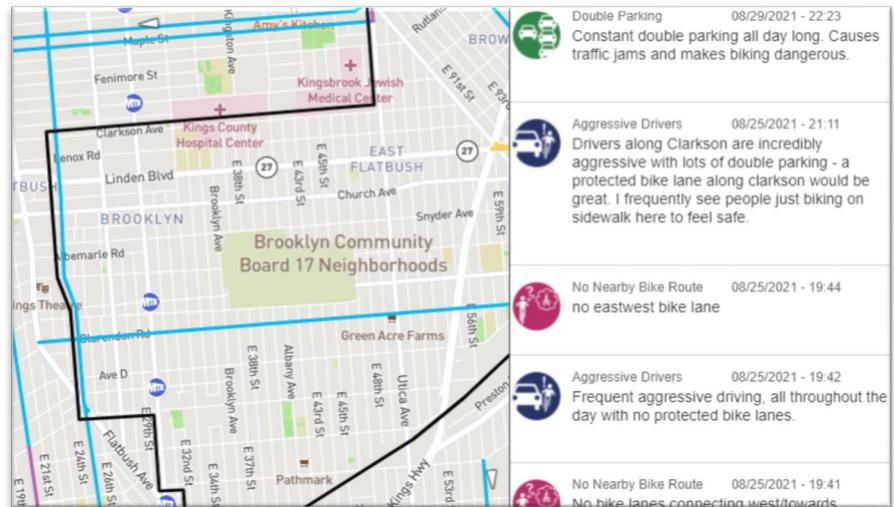
Project Portal Feedback Maps

<https://nycdotprojects.info/bk-cb17-bnd>

The project portal has two feedback maps that provide opportunity to give specific location-based feedback



Suggest New Bike Routes Feedback Map



-  Double Parking 08/29/2021 - 22:23
Constant double parking all day long. Causes traffic jams and makes biking dangerous.
-  Aggressive Drivers 08/25/2021 - 21:11
Drivers along Clarkson are incredibly aggressive with lots of double parking - a protected bike lane along clarkson would be great. I frequently see people just biking on sidewalk here to feel safe.
-  No Nearby Bike Route 08/25/2021 - 19:44
no eastwest bike lane
-  Aggressive Drivers 08/25/2021 - 19:42
Frequent aggressive driving, all throughout the day with no protected bike lanes.
-  No Nearby Bike Route 08/25/2021 - 19:41
No bike lanes connecting west/towards

Location Feedback Map

Pop-Up Outreach Locations (June & July 2021)

1. Flatbush Ave and Beverly Rd
2. Rolph Henry Playground, Clarkson Ave and New York Ave
3. Clarkson Ave and E 39th St
4. Avenue D and Utica Ave
5. Avenue D and Troy Ave
6. Paerdegat Park, Albany Ave &, Foster Ave
7. Amersfort Park, E 38th St and Ave J
8. Church Ave & Nostrand Ave
9. Church Ave & Bedford Ave
10. Church Ave & Utica Ave
11. Flatbush Ave and Foster Ave
12. Nostrand Playground, Nostrand Ave and Foster Ave
13. E 32 St and Flatbush Ave
14. E New York Ave & Rockaway Parkway
15. Railroad Playground, E 92nd St and Ditmas Ave
16. Rockaway Pkwy and Church Ave



Survey Participation:

A total of **757** people participated in the survey over the course of the summer, of which:

- **308 in-person surveys** were administered across 16 different DOT pop-up outreach stations in CB17.
- **448 digital** were self-administered via online and QR flyers.
- **66% (501)** of participants identified as cyclists.
- **31% (232)** of participants identified as pedestrians.

Flyers with web links and QR code were posted along commercial corridors and shared on social media.



NYC DOT Wants Your Feedback!

Identify Barriers to Cycling and Safety Issues | Learn About Types of Bicycle Lanes

**Brooklyn Community Board 17
Bike Network Development**

Inform the Expansion of the Neighborhood Bicycle Network | Make Your Voice Heard

NYC DOT wants to better understand barriers to cycling and the types of bicycle lanes the community would like to see installed in the future. Please take our survey!

- The survey is only seeking feedback on bicycling and safety issues within and near Brooklyn Community District 17 (East Flatbush)
- Everyone is welcome to take the survey
- NYC DOT will incorporate community input throughout project development. Your feedback will be used to identify issues, propose new or enhance existing bicycle routes, and develop street design

Learn more and share your feedback at bit.ly/bk-cb17-survey

Additional project information and updates can be found at nycdotprojects.info/bk-cb17-bnd

If you have any questions or concerns, please contact 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/dot/news

VISION ZERO NEW YORK CITY DOT

NYC DOT Street Ambassadors interacting with community members at Pop-Up Outreach Events





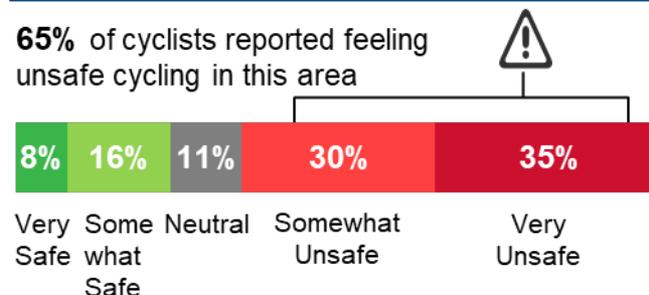
What we heard

Cycling Safety Feedback:

» About **two thirds (65%)** of respondents reported unsafe cycling conditions when cycling in this neighborhood.

How safe do you feel from traffic cycling in this area?

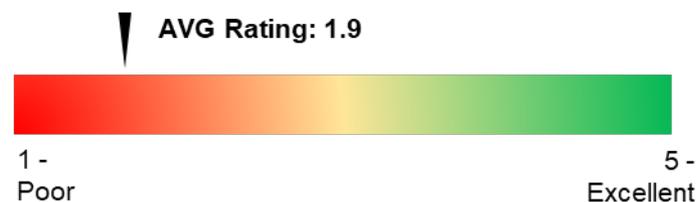
**Responses from cyclists*



» Cyclists rated overall bike connections in the district as **less than satisfactory**.

How would you rate the current bike connections in this neighborhood?

**Responses from cyclists*



» Most cyclists say they **feel the safest riding on bike lanes that are physically separated from traffic**.

Source: Public survey of individuals within CB17 boundaries conducted over Summer 2021. Data collected on-street and digitally via online and QR codes. Display values rounded.

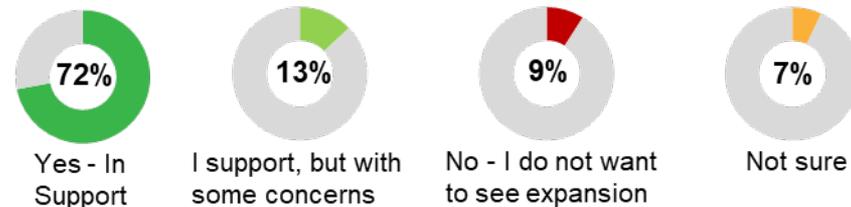


What we heard

Bike Network Expansion in CB17:

» **72%** of respondents support the idea of expanding the current bicycle network in this neighborhood

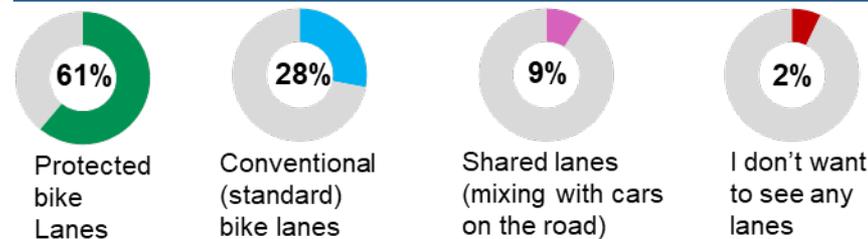
How do you feel about expanding the bicycle network in this area?



» **61%** of respondents would feel most comfortable seeing protected bike lanes in their neighborhood

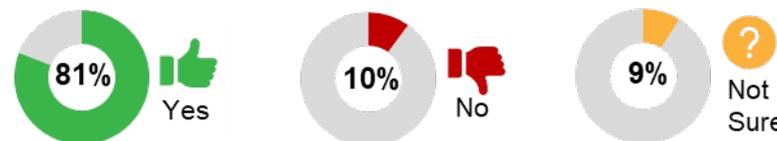
What types of bicycle lanes would you feel most comfortable seeing in the neighborhood?

**Respondents could select multiple options*



» **81%** are in favor of seeing existing shared or standard bike lane routes upgraded to protected routes.

Would you like to see existing shared or standard bike lane routes upgraded to protected routes?



Source: Public survey of individuals within CB17 boundaries conducted over Summer 2021.
 Data collected on-street and digitally via online and QR codes.
 Display values rounded.

Bicycle Route Opportunities

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Project Focus Area

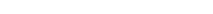
Network Development Goals

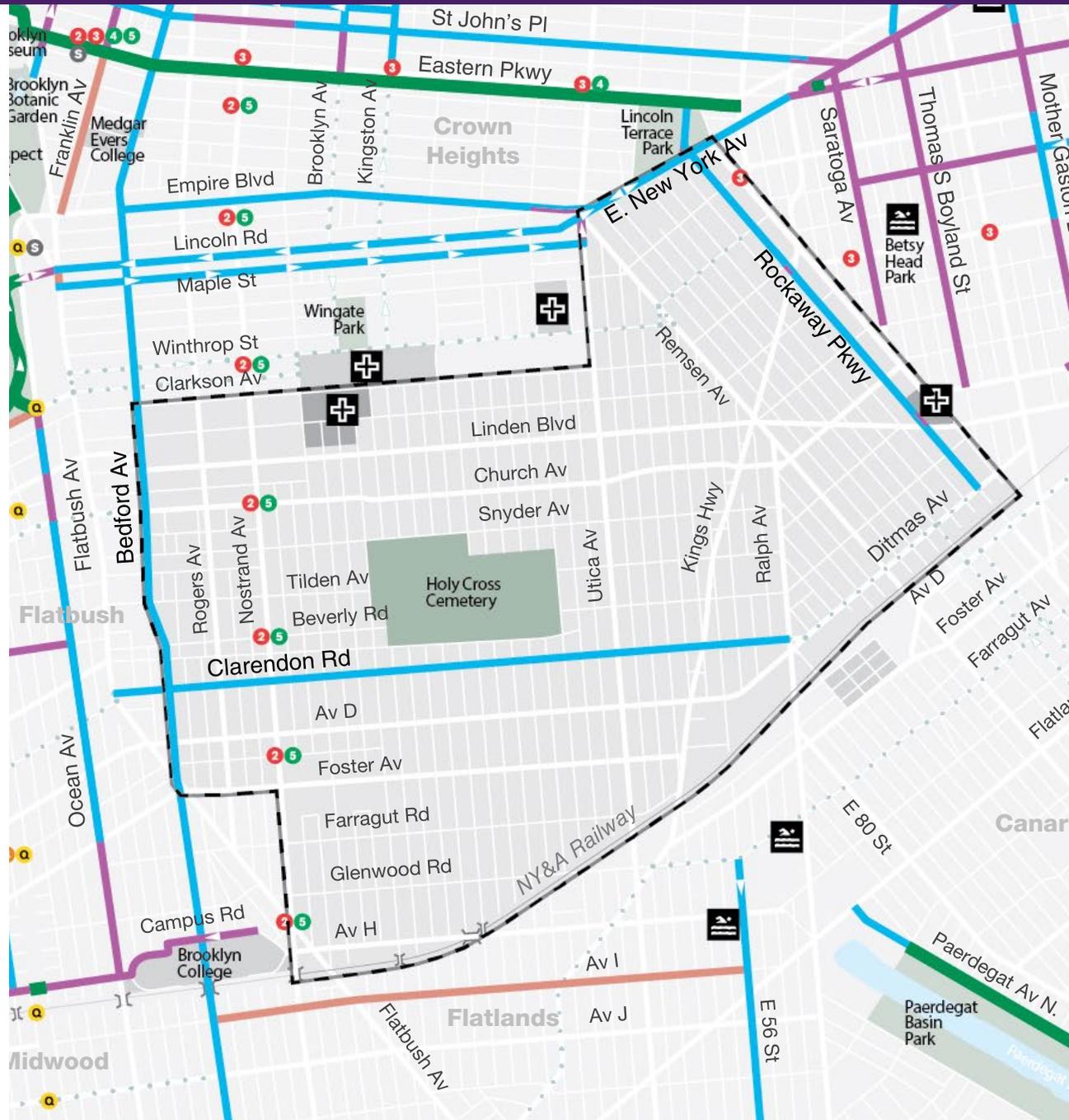
Improve safety for all road users

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 |



Project Focus Area

Network Expansion Constraints

Street Network Barriers

-  High-Traffic Thoroughfares
-  Truck routes
-  Bus lane corridors
-  Complex intersections
-  Superblocks
-  Train tracks

LEGEND

- Existing Bicycle Facilities**
-  Protected Path
 -  Bicycle Lane
 -  Shared Lane
 -  Signed Route



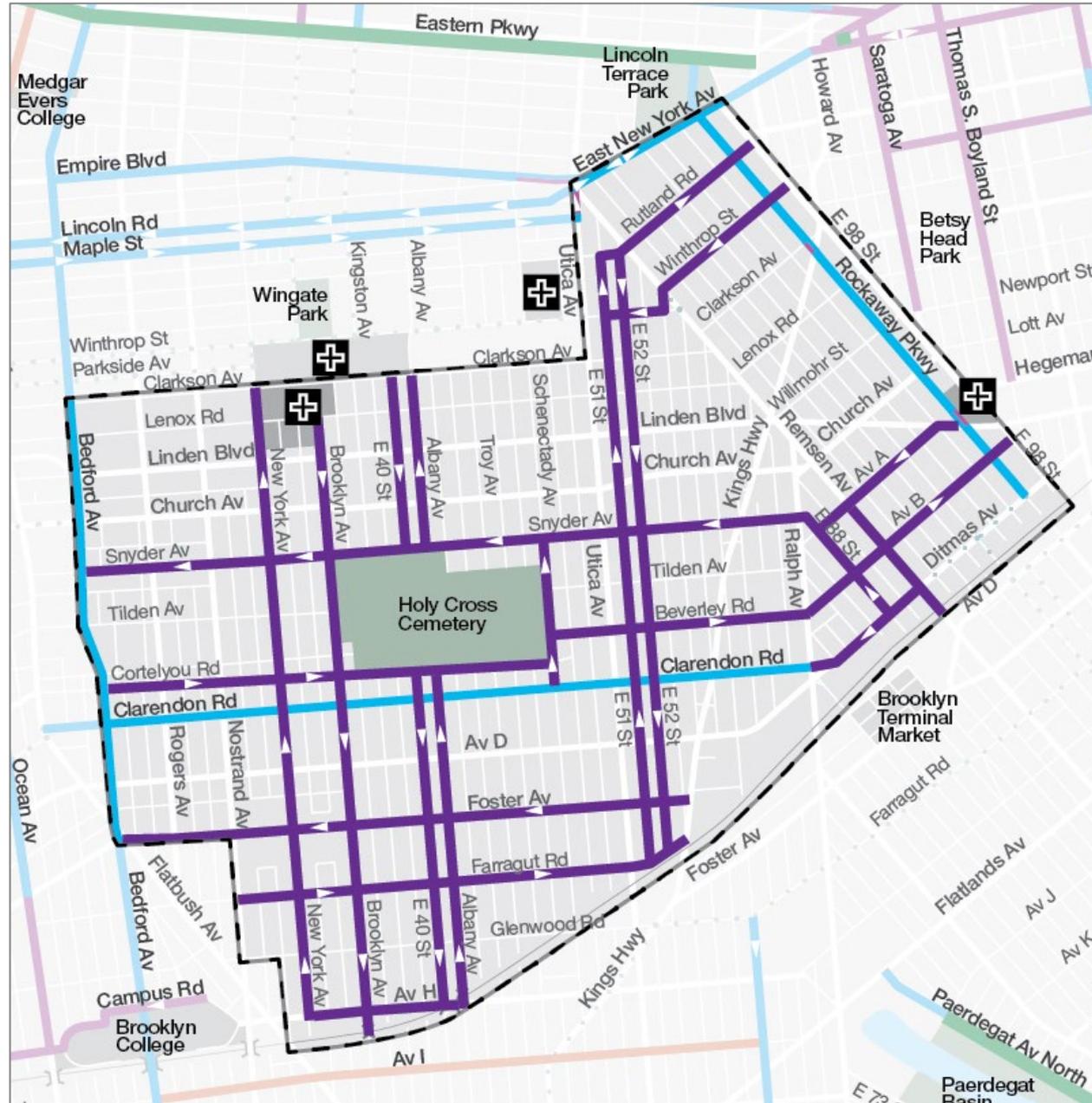
BICYCLE LANE NETWORK EXPANSION OPPORTUNITIES

Add new cycling routes to key destinations

- North South connections
- East West connections

Route Selection Criteria

- Continuity of street
- Street width
- Connectivity to existing network
- Traffic volumes

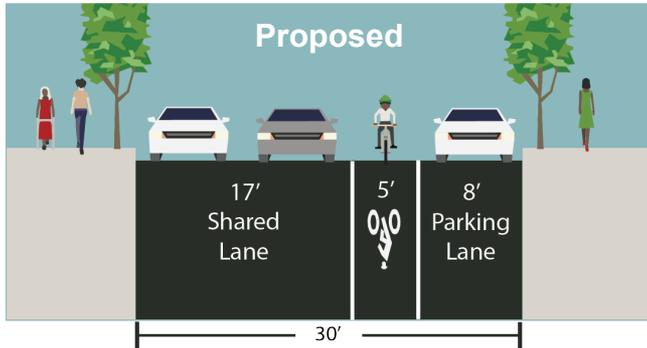
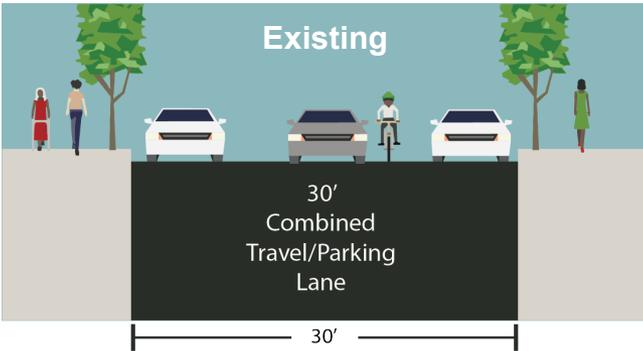


LEGEND

- ↔ Route Opportunities
- Existing Bicycle Facilities
 - Protected Path
 - Bicycle Lane
 - Shared Lane
 - Signed Route

Standard Bicycle Lanes One-way Streets

Standard Bicycle Lane Connections

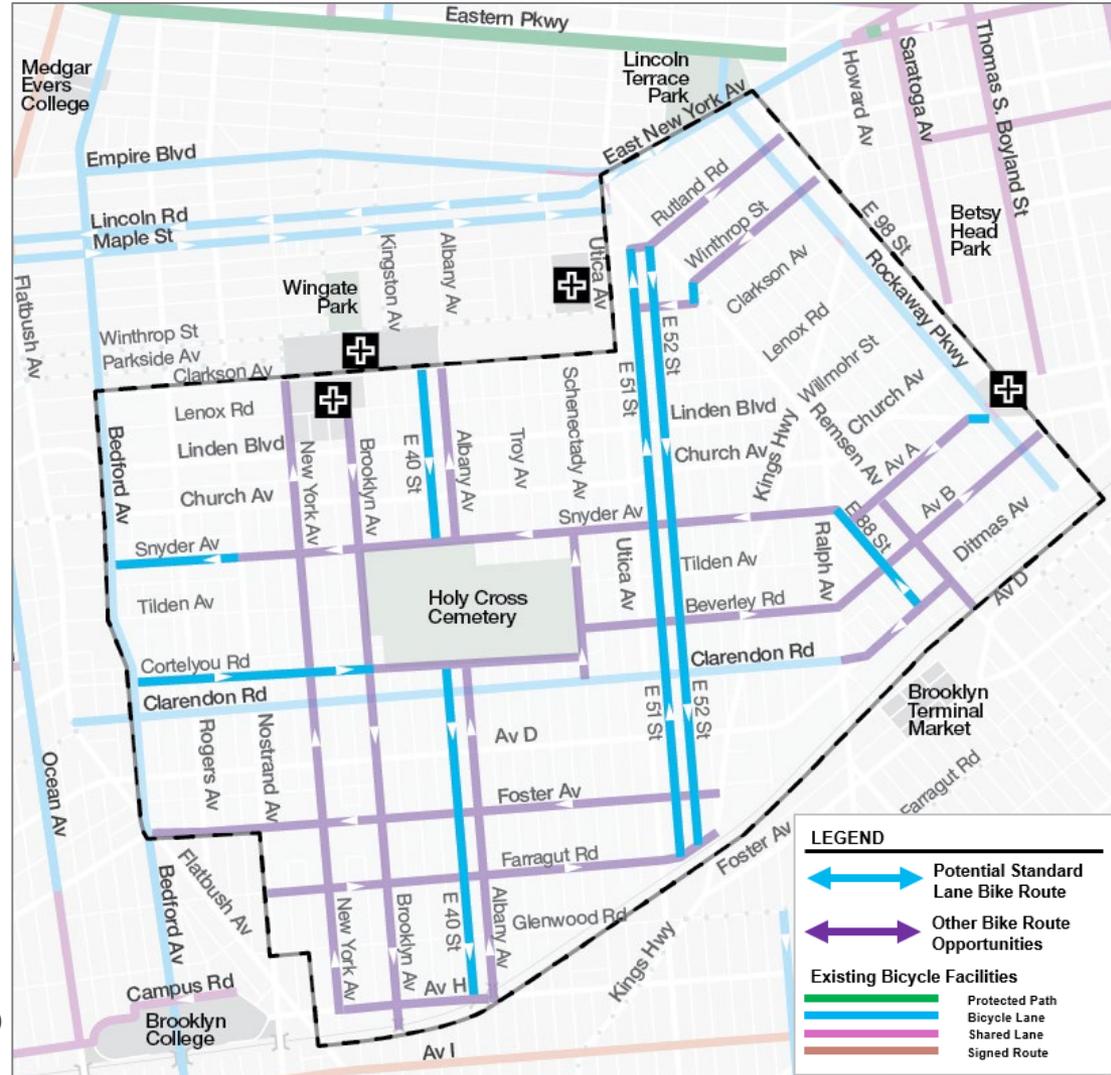


30 Foot Wide Project Corridors

- Snyder Av (Bedford Av to Nostrand Av)
- Cortelyou Rd (Bedford Av to Brooklyn Av)
- E 40 St
- E 51 St & E 52 St
- E 88 St
- E 54 St (Remsen Ave to Winthrop St)
- Linden Blvd Service Rd (Avenue A to Rockaway Pkwy)

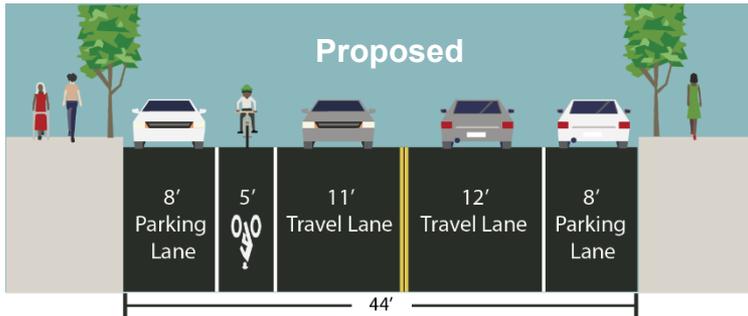
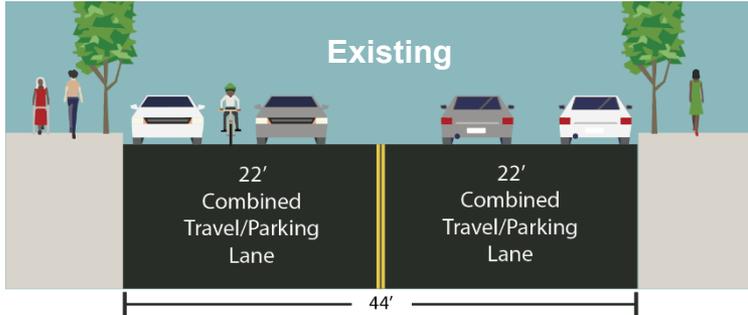
Bicycle lanes create new neighborhood connections

- Provide dedicated space and wayfinding for cyclists
- Connects to existing bicycle lanes and district boundaries
- **No parking loss or travel lane removal**



Standard Bicycle Lanes Two-way Streets

Standard Bicycle Lane Connections



44 Foot Wide Project Corridors

- New York Av & Brooklyn Av
- Albany Av
- Schenectady Av (Clarendon Rd to Snyder Av)

- Snyder Av (Nostrand Av to Ralph Av)
- Beverly Rd

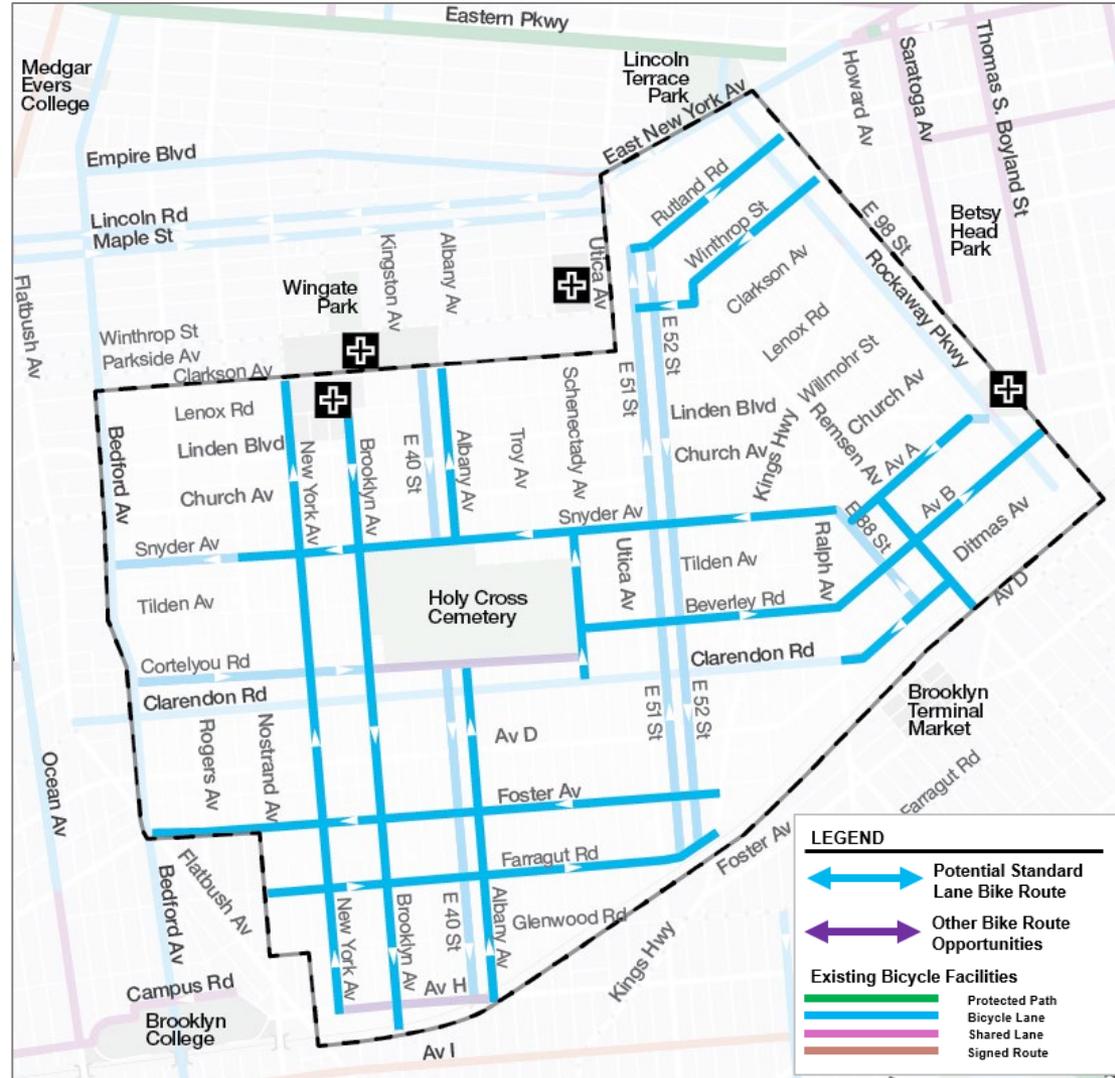
- Foster Av & Farragut Rd
- Rutland Rd & Winthrop St
- Avenue A & Avenue B
- Ditmas Av (Ralph Av to E 89 St)

50 Foot Wide Project Corridors

- Remsen Av (Avenue A to District Boundary)

Bicycle lanes create new neighborhood connections

- Provide dedicated space and wayfinding for cyclists
- Connects to existing bicycle lanes and district boundaries
- **No parking loss or travel lane removal**



Shared Lanes Two-way Streets

Shared Lane Connections

Proposed Typical Design



Project Corridors

- **Cortelyou Road** (Brooklyn Av to Schenectady Av)
- **Ave H** (New York Av to Albany Av)

| LEGEND | |
|-----------------------------|----------------------------------------|
| | Potential Shared Lane Bike Route |
| | Standard Bike Lane Route Opportunities |
| Existing Bicycle Facilities | |
| | Protected Path |
| | Bicycle Lane |
| | Shared Lane |
| | Signed Route |

Shared bicycle lanes connect to network

- Provide wayfinding for cyclists – fill gaps in network where protected & standard bicycle lanes not feasible
- Connect between north-south & east-west routes
- **No parking loss or travel lane removal**



Potential Protected Bike Lanes

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What we heard

Support for Protected Bike Lanes:

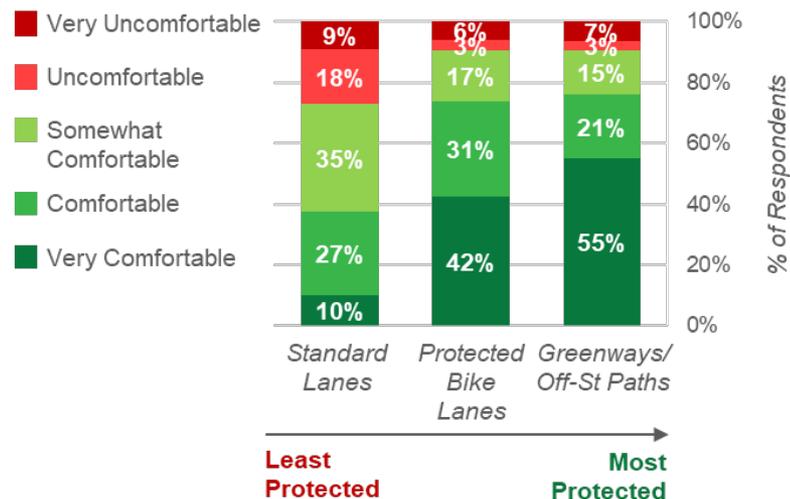
» **Most cyclists** say they feel the safest riding on greenways/off-street paths and **protected bike lanes**.

» Among those who do not currently bike, **71%** would be encouraged to ride more often if there were **more protected bicycle lanes**.

» **81%** are in favor of seeing **existing** shared or standard bike lane routes **upgraded to protected routes**.

How would you rate your level of comfort when riding a bicycle in the following conditions?

**Responses from cyclists*



What type of change would most encourage you to bike more often?

**Respondents could select multiple options*

***Responses from both pedestrians and cyclists*



Additional Protected Bicycle Lane Routes

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

- 15% drop in all crashes with injuries
- 21% drop in pedestrian injuries

Expanding Protected Lane Network to CB17

- NYC has over **550 miles** of protected bike lanes
- Nearest protected bike lanes located outside of district
- Requests for north-south and east-west protected bicycle lane corridors in East Flatbush area.

Making Space for Protected Bike Lanes

- Narrow corridors typically require reduction in parking, travel lanes, or one-way conversion
- Further traffic analysis needed to inform design

Protected bike lanes improve safety and comfort

- Organize roadway, calm traffic
- Provide dedicated space and wayfinding for cyclists
- Cyclists protected by buffer and bollards



Next Steps

5

Next Steps and Project Timeline:

Tonight

- Discuss Standard and Shared Bicycle Lane Network Opportunities

Winter 2021-2022: Return to Board with Project Proposal

- Proposal to Upgrade Rockaway Parkway to Protected Bicycle Lane

2022: Project Implementation + Additional Project Proposals

- Implementation of Project Proposals
- Proposals for Additional Protected Lane Projects



THANK YOU!



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