



# Brooklyn CB 17

## BICYCLE NETWORK DEVELOPMENT

### Bike Network Expansion Proposal

Presentation to Community Board 17 Transportation Committee – June 25, 2025



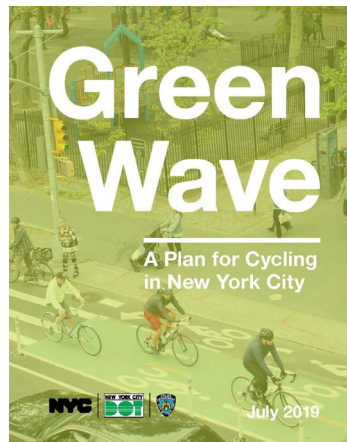
# **Project Background**

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# Planning Context

## Improving Safety and Access in District

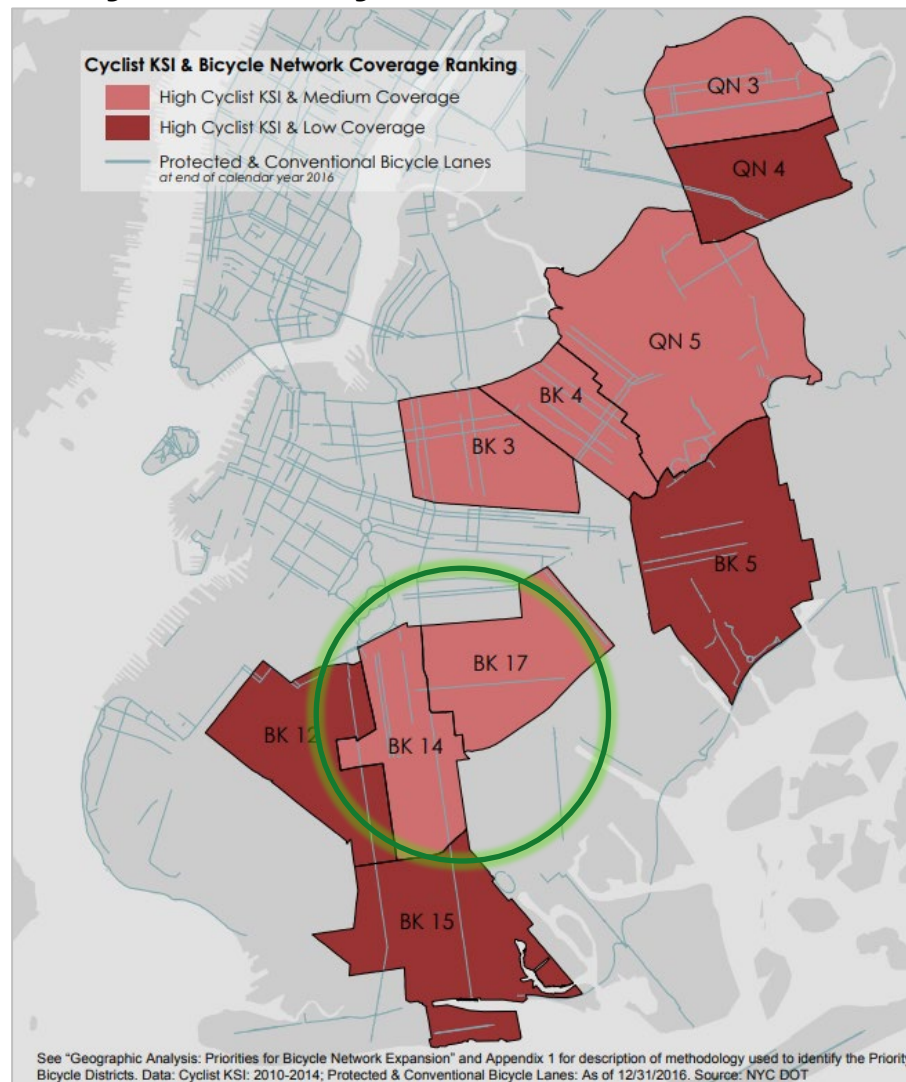
- **CBs 14 and 17 identified as Priority Bicycle District** due to high number of bicyclists Killed or Seriously Injured (KSI) and low bicycle network coverage



## 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





# NYC Streets Plan

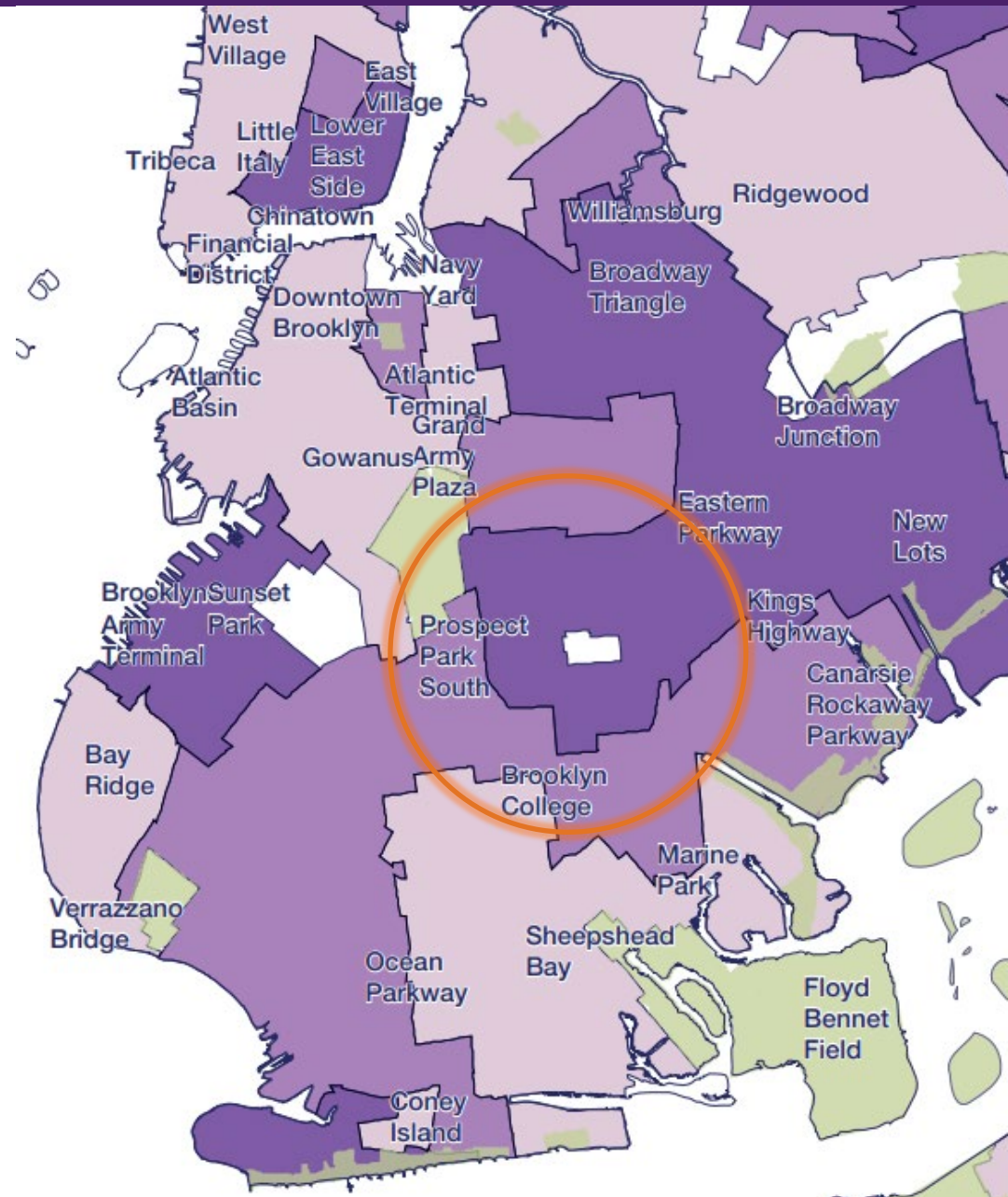
Five-year transportation plan to improve safety, accessibility, and quality of City's streets.

## Central Brooklyn is within Priority Investment Area (PIA) Tiers 1 and 2

- Tier 1 Zone includes East Flatbush

Plan includes the following annual benchmarks:

- 400 redesigned intersections
- 50 miles of protected bike lanes
- Increased pedestrian space

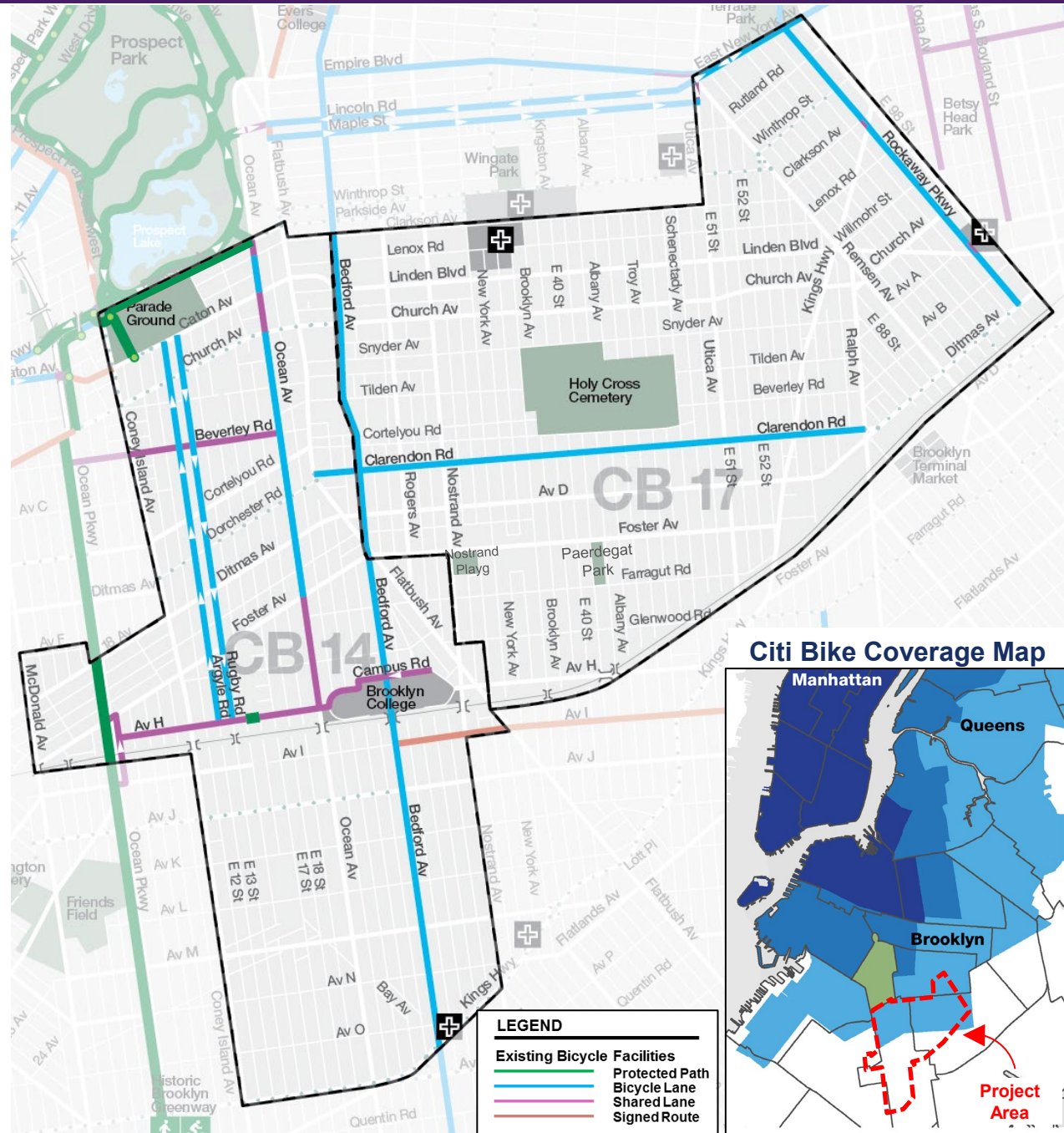


## Existing Conditions:

- Critical lack of bicycle lane network coverage in CB 14 and CB 17
- Citi Bike was recently expanded to these communities

## NYC DOT Response:

- DOT collaborating with CB 14 to advance plan in 2025
- DOT seeks to build complementary lanes in CB 17





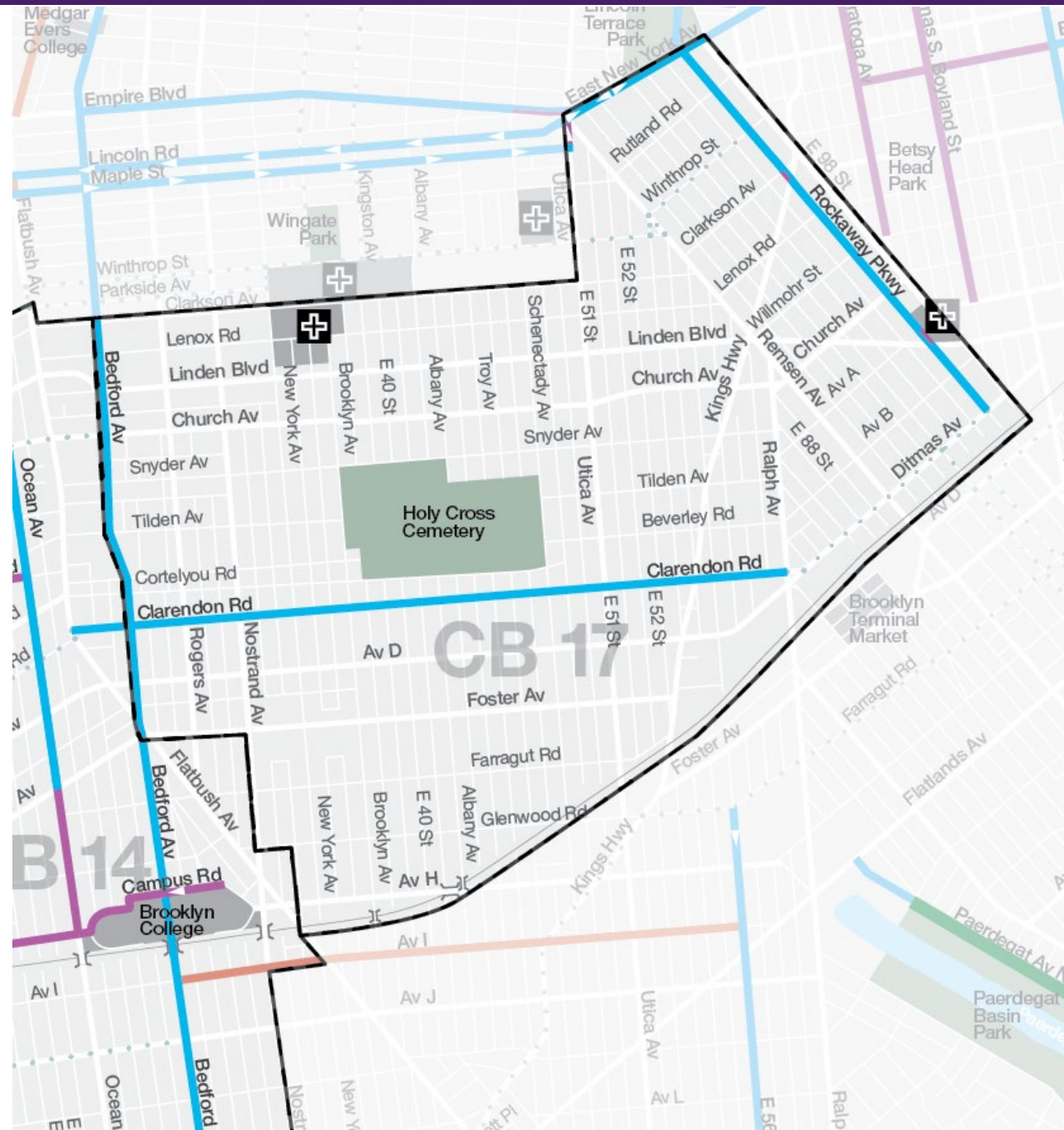
## Project Focus Area

### 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



# 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



*Edgcombe 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**
- **18% reduction in risk and injury** across all projects

## 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
- **32% reduction in risk of injury**, improved safety on all study projects

## 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
- **34% reduction in risk and injury** (60% reduction on high-risk streets) 8



**Public Outreach**

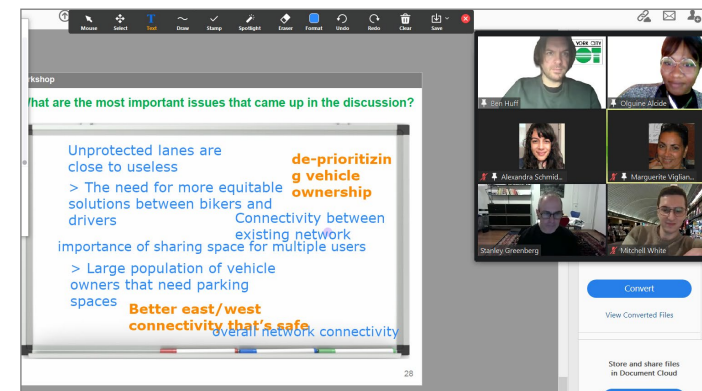
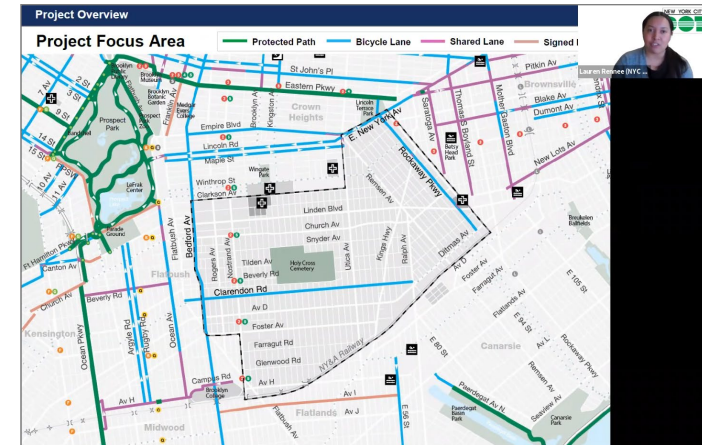
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# CB17 Virtual Workshop

- 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 Flatbush and East Flatbush.

\* 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



Protected Bike Lane



Conventional Bicycle Lane



Shared Lane

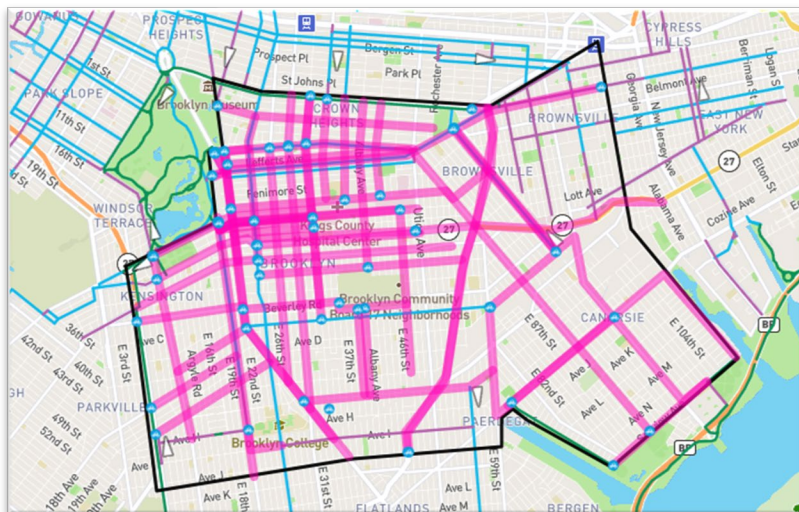
- ☐ Protected bicycle lanes
- ☐ Conventional bicycle lanes
- ☐ Shared lanes
- ☐ I don't want to see any bike lanes

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

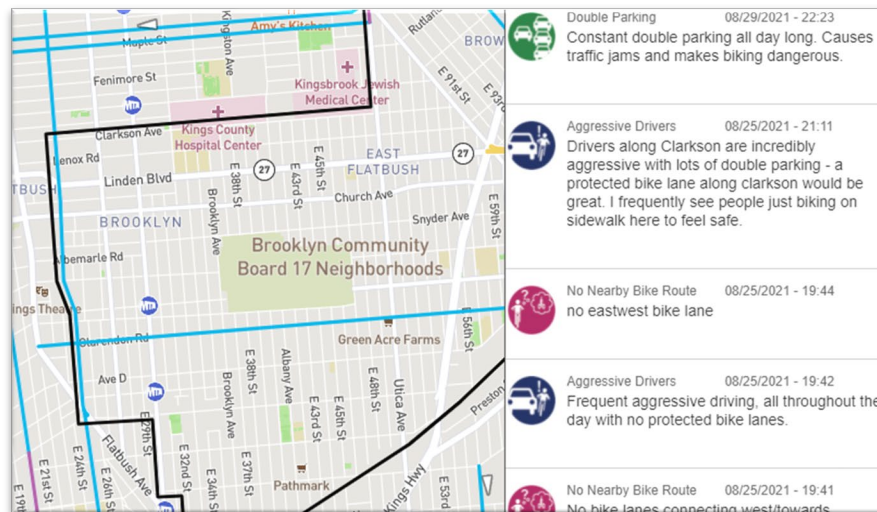
## Project Portal Feedback Maps

<https://nycdotprojects.info/bk-cb14cb17-bike>

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



Suggest New Bike Routes Feedback Map



Location Feedback Map

## Survey Participation:

Over **1,750** people have participated in the survey over the course of two summers, of which:

- **450 in-person surveys** were administered across 20+ different DOT pop-up outreach stations in CB 14 and 17.
- **1,300+ digital** have been self-administered via online and QR flyers.

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 designs



Learn more and share your feedback at  
[bit.ly/bk-cb17-survey](https://bit.ly/bk-cb17-survey)

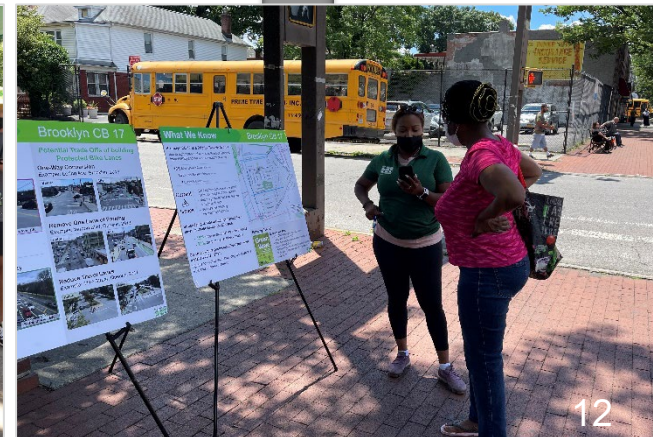
Additional project information and updates can be found at  
[nycdotprojects.info/bk-cb17-bnd](https://nycdotprojects.info/bk-cb17-bnd)



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](https://nyc.gov/dot). To sign up for NYC DOT updates, visit: [nyc.gov/dotnews](https://nyc.gov/dotnews)



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





# **Bicycle Route Proposal**

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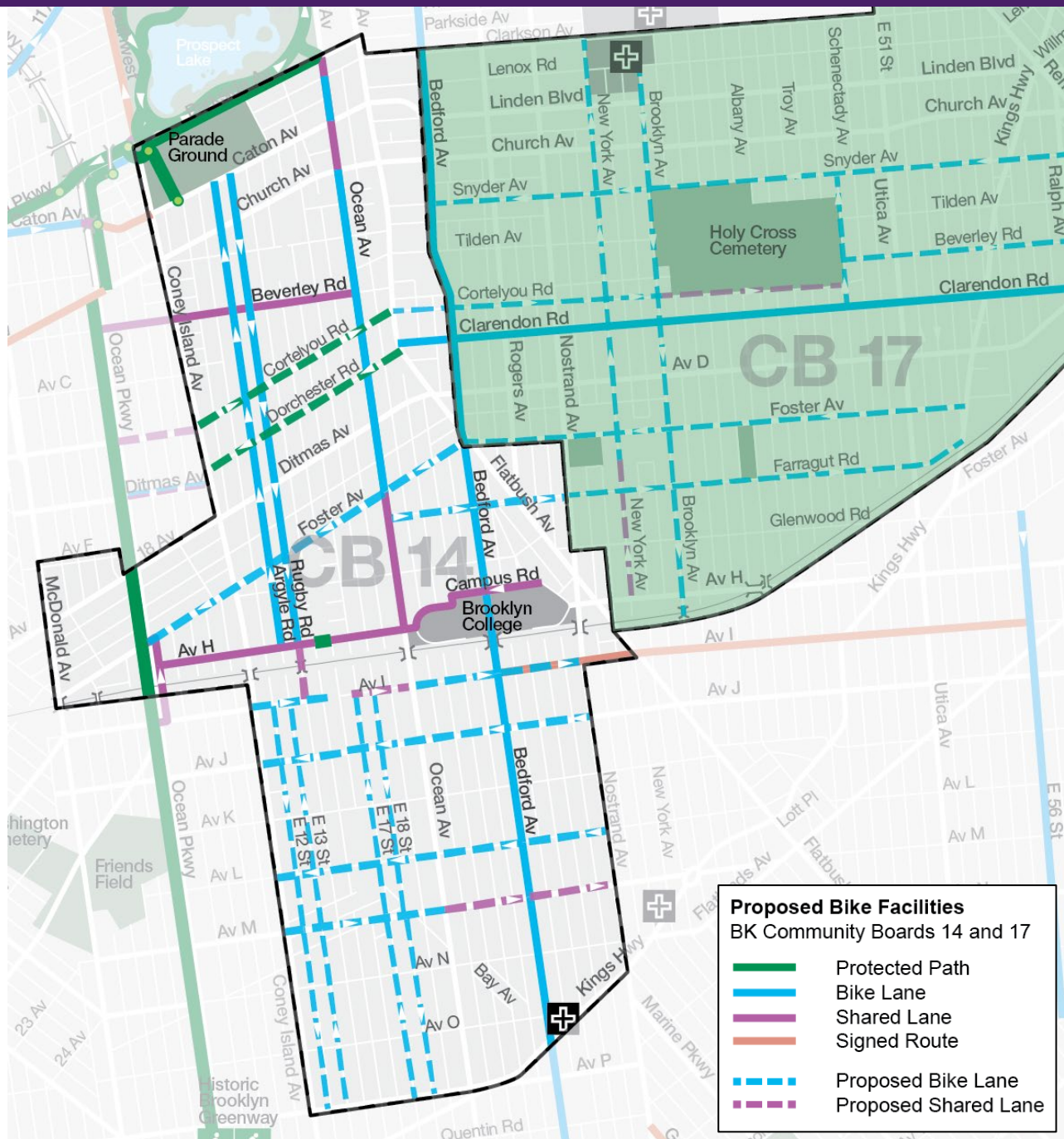
## Community Board 14:

New bicycle lane network is being implemented in phases.

- Adds new cycling routes expanding network and connecting key destinations
- Creates dedicated space for people on bicycles in the road

## Route Selection Criteria

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





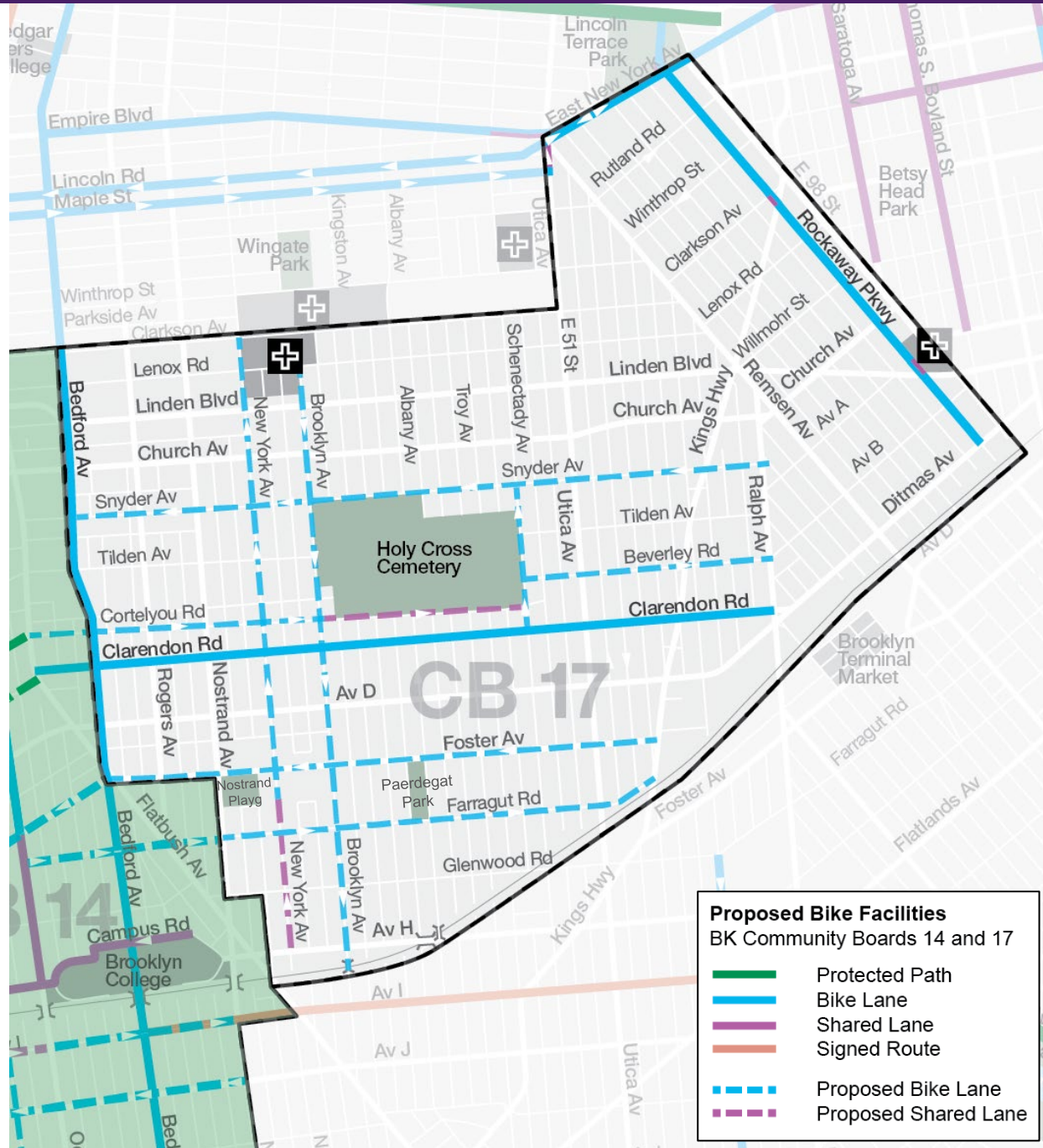
## Community Board 17:

DOT aims to extend complimentary lanes into the western portion of the CB

- **East–West connections**
  - build-off bike lanes in CB 14, ensuring network consistency and continuity
  - Links to parks and playgrounds
- **North–South connections**
  - introduces new route within the CB to expand access and connectivity
- **No change to parking**

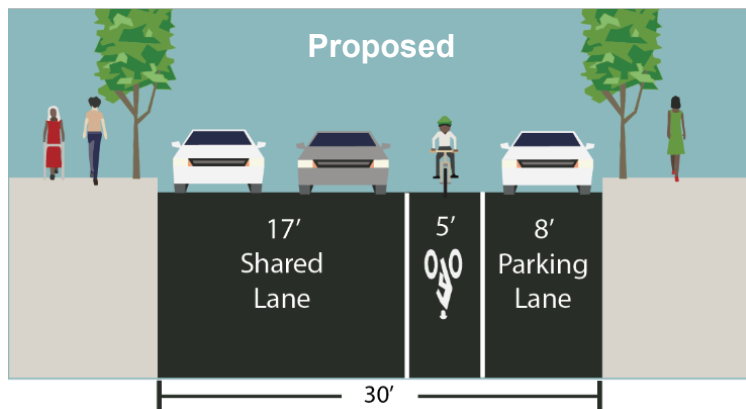
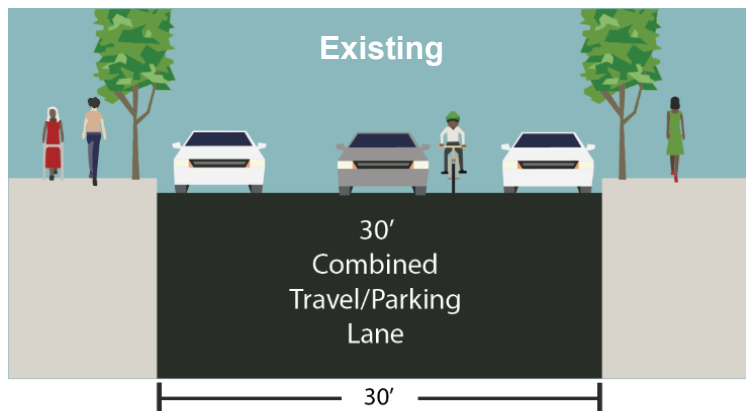
## Route Selection Criteria

- Street width
- Connectivity to existing network
- Traffic volumes



## 30-Foot-Wide Project Corridors

- **Snyder Av** (Nostrand Av to Bedford Av)
- **Cortelyou Rd** (Bedford Av to Brooklyn Av)



## Standard Bicycle Lane Connections

### Standard Bicycle Lanes One-way Streets

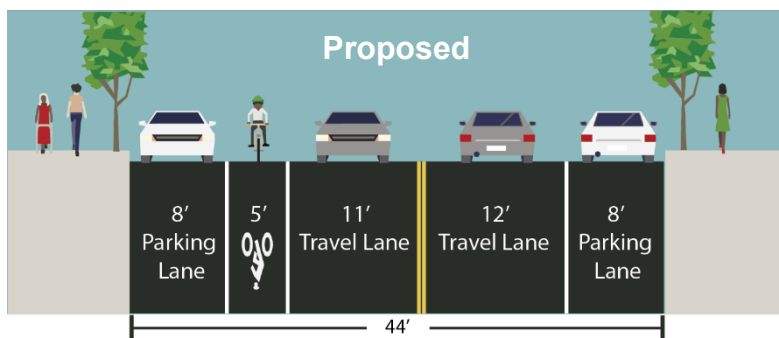
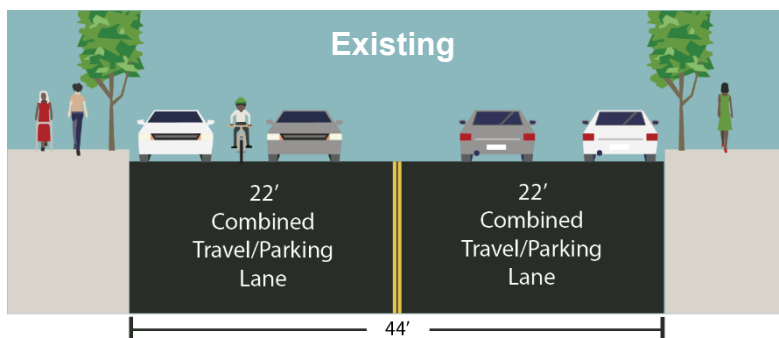
#### Bicycle lanes create new neighborhood connections

- Provide dedicated space and wayfinding for cyclists
- Connects to existing bicycle routes
- No parking lane loss or travel lane removal



## 44-Foot-Wide Project Corridors

- **New York Av** (Farragut Rd to Clarkson Av)
- **Brooklyn Av** (Lenox Rd to Av H)
- **Snyder Av** (Ralph Av to Nostrand Av)
- **Beverly Rd** (Schenectady Av to Ralph Av)
- **Schenectady Av** (Clarendon Rd to Snyder Av)
- **Foster Av** (Kings Hwy to Bedford Av)
- **Farragut Rd** (Nostrand Av to Kings Hwy)



## Standard Bicycle Lane Connections

### Standard Bicycle Lanes Two-way Streets

#### **Bicycle lanes create new neighborhood connections**

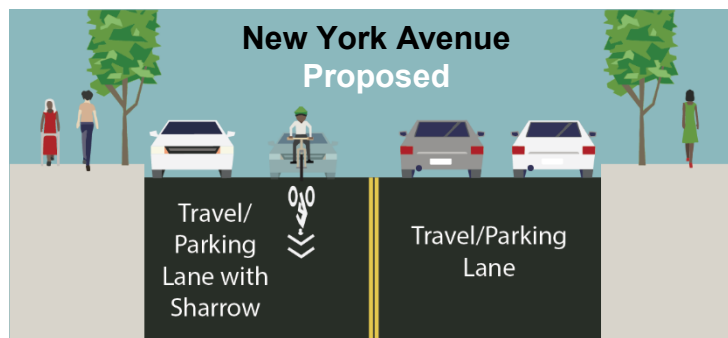
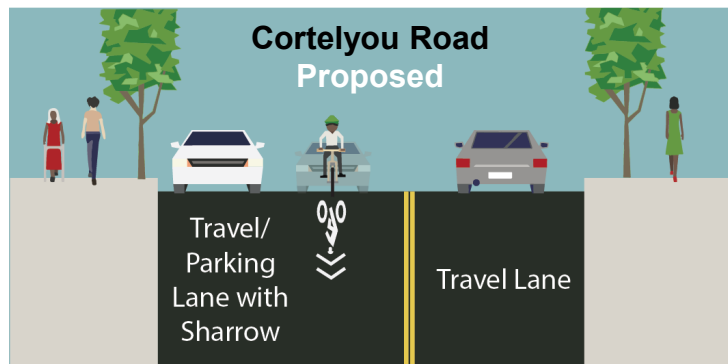
- Provide dedicated space and wayfinding for cyclists
- Connects to existing bicycle routes
- **No parking lane loss or travel lane removal**





## Shared Lane Project Corridors

- **Cortelyou Rd** (Brooklyn Av to Schenectady Av)
- **New York Ave** (Foster Ave to Ave H)



## Shared Bicycle Lane Connections

## Shared Bicycle Lanes Two-way Streets

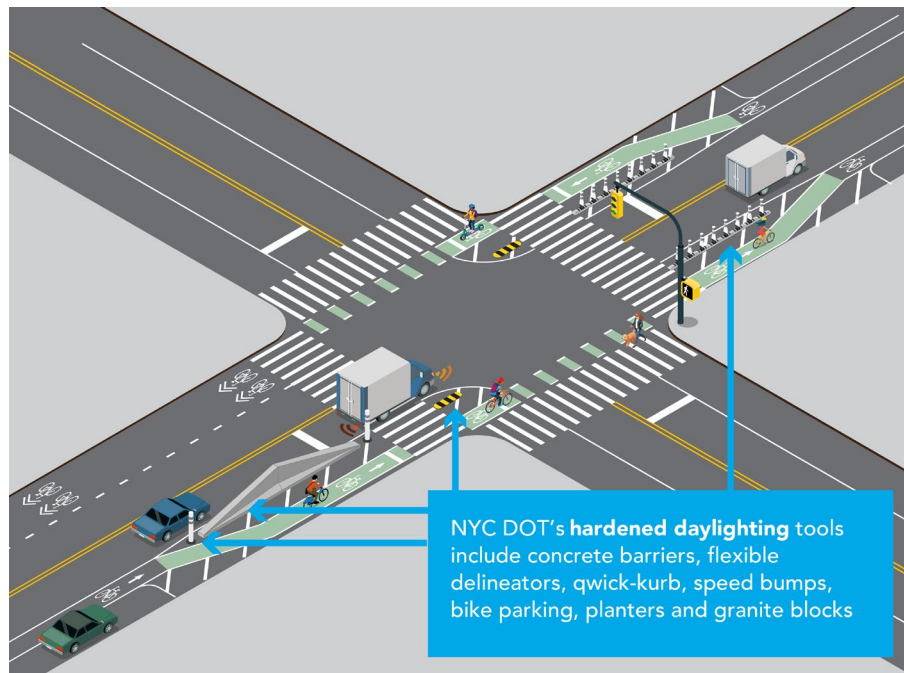
### Shared bicycle lanes connect to network

- Provide wayfinding for cyclists – fill gaps in network where protected & standard bicycle lanes not feasible
- No parking lane loss or travel lane removal



## Intersection Improvements

### Daylighting & Turn-Calming



#### Benefits:

- Improves sightlines between turning vehicles and cyclists and pedestrians
- Design promotes slower vehicle turns
- Clarifies travel paths through the intersection, improving user predictability

## Hardened Daylighting at High Crash Intersections

At intersections along existing bike routes with highest crashes involving turning vehicles

### Hardened Daylighting Locations:

- Bedford Ave at Caton/Linden Blvd
- Bedford Ave at Clarendon Rd
- Bedford Ave at Flatbush Ave/Foster Ave



## Proposal Summary

DOT aims to extend complimentary lanes into the western portion of CB 17

- **East–West connections**

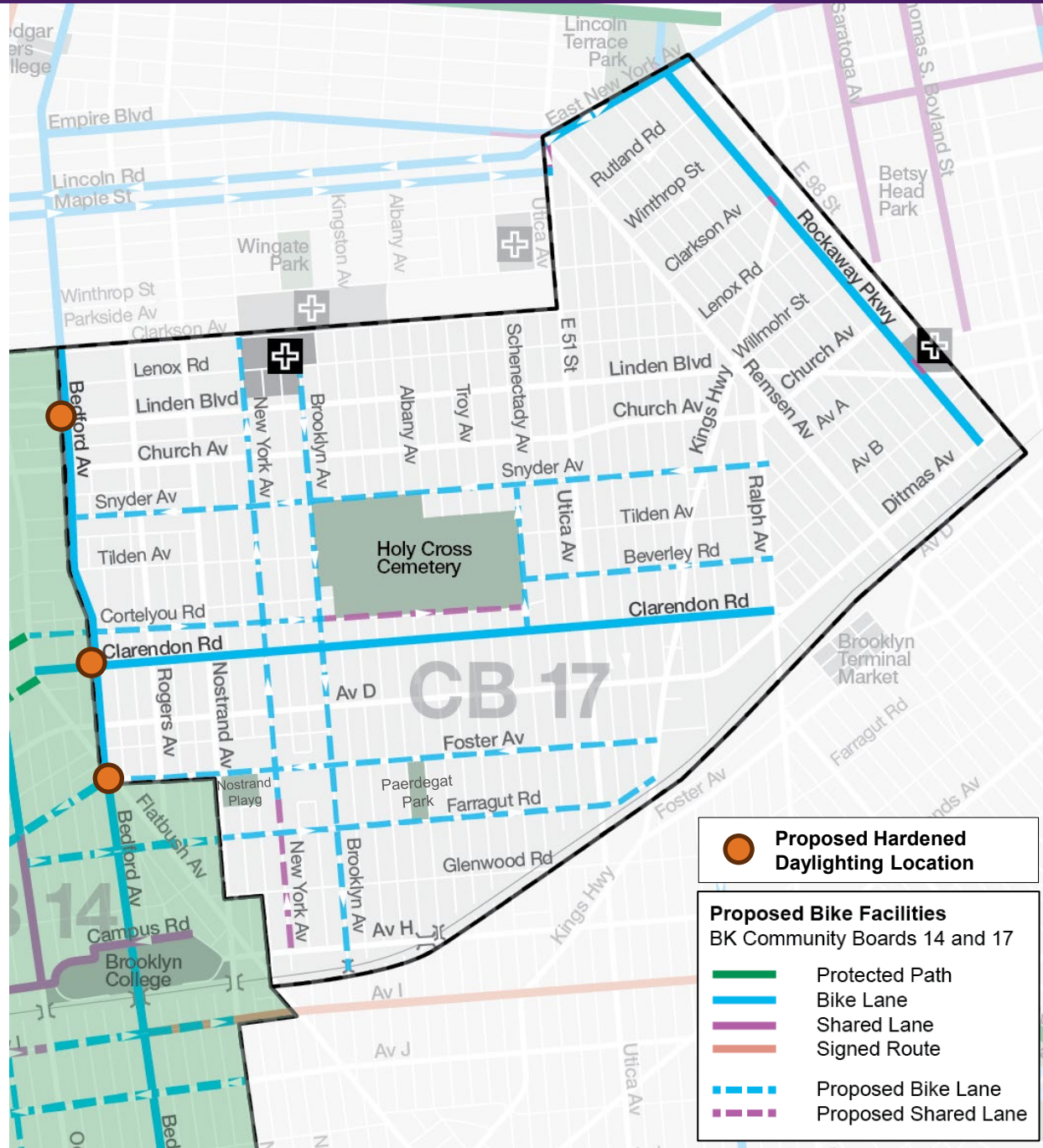
- build-off bike lanes in CB 14, ensuring network consistency and continuity
- Links to parks and playgrounds

- **North–South connections**

- introduces new route within the CB to expand access and connectivity

- **No change to parking lanes or travel lane loss**

- **Install Hardened Daylighting** design at three high crash intersections along Bedford Ave bike route





# Next Steps and Potential Project Timeline:

### *Summer 2025:*

- Bike route design, site-specific outreach
- Collect feedback from community stakeholders

### *Fall 2025:*

- Implementation in phases, beginning in fall 2025 and continuing in 2026



**THANK YOU!**



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