



COMMUNITY DISTRICT 14 PROPOSED BIKE NETWORK

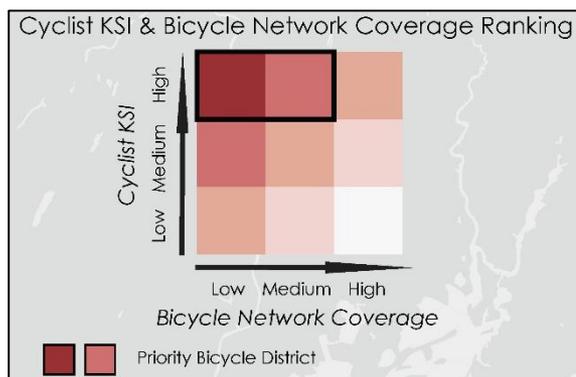
Bike Lanes and Safety Improvements

Brooklyn Community Board 14 Presentation
October 6, 2021

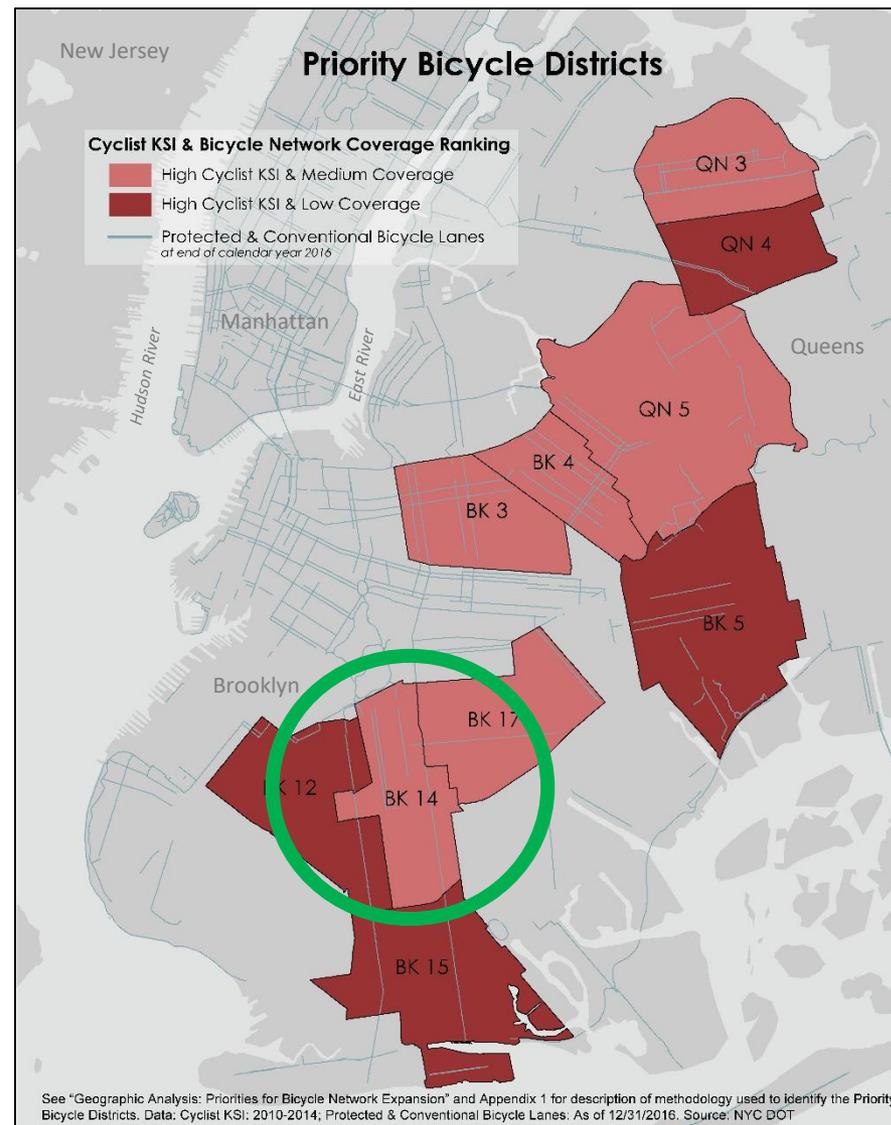


PRIORITY BICYCLE DISTRICTS

- **Identified 10 Priority Bicycle Districts**
- Priority Bicycle Districts have **High Cyclist KSI & Low or Medium Bicycle Network Coverage**



- 10 Priority Bicycle Districts:
 - 7 districts in Brooklyn & 3 districts in Queens
 - 14% of City's bicycle lane network
 - 23% of City's cyclist KSI
- NYC DOT will create/enhance 75 lane miles of bicycle facilities in these districts by 2022



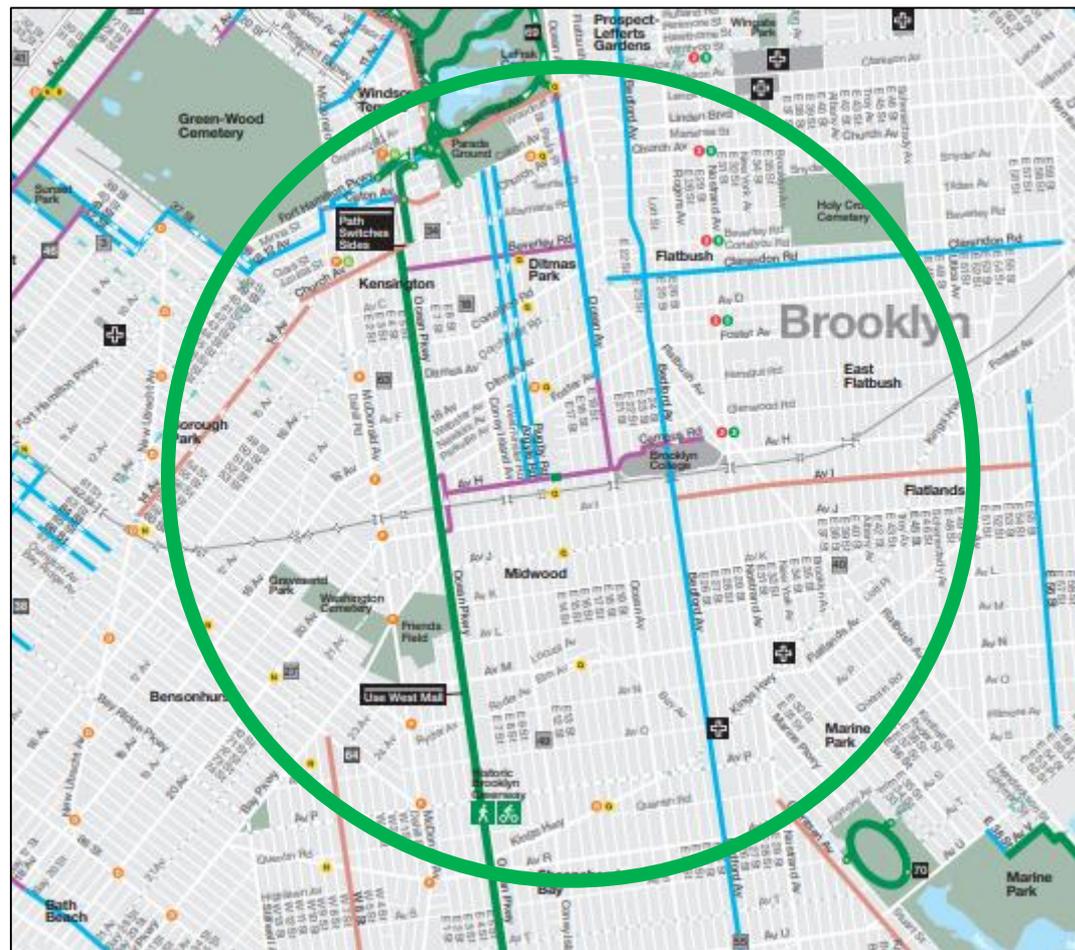
IMPROVING SAFETY

Streets with bike lanes are safer for people walking, biking, and driving.

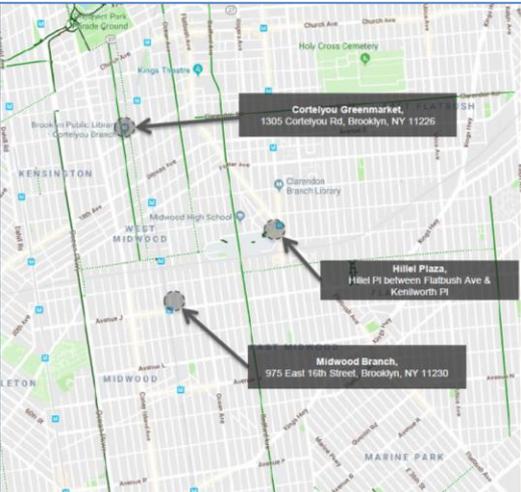
On streets that include **bike lanes**, crashes that result in **injuries or fatalities** are **reduced by 40%**.

How can we:

- Make it safer for New Yorkers?
- Minimize parking loss?
- Not hinder vehicular traffic?



CD 14 COMMUNITY OUTREACH LOCATIONS & RESPONSES



Brooklyn CD 14:

1. Wed, September 19, 2018 – Hillel Plaza
2. Sun, September 30, 2018 – Cortelyou Greenmarket
3. Fri, November 16, 2018 – Midwood Public Library

Summary of Community Responses:

- Request for bicycle infrastructure
- Safety concerns
- Fun and enjoyment of biking

Safer Cycling in NYC
Community Bike Network Planning Process

QUICK FACTS
Did you know? Crashes involving pedestrians were approximately 40% less deadly on streets with bike lanes.

Conventional Bike Lanes:

- Creates a dedicated space for cyclists
- Organizes traffic and improves predictability
- Improves the safety of all roadway users

Brooklyn Community Districts (BK CD) 12 & 14 Existing Bike Network

NYC Cyclist Fatality & Severe Injury Crash Data

- 89% of cyclist fatalities occurred outside of a bicycle facility (2008-2016)
- 92% of crashes resulting in a cyclist killed or severely injured involved a passenger car or a Taxi/For-Hire Vehicle w/ a truck, bus, or motorcycle (2006-2016)
- 2 cyclists were killed & 48 were severely injured in BK CD 12 (2011-2016)
- 1 cyclist was killed & 44 were severely injured in BK CD 14 (2011-2016)

VISION ZERO is the City's inter-agency initiative for ending traffic deaths and injuries on NYC streets. Approximately 4,000 New Yorkers are seriously injured and no more than 250 are killed each year in traffic crashes. As part of Vision Zero, DOT is working with your community to design safer streets.

Priority Bicycle Districts

Brooklyn Community Districts 12 and 14 are Priority Bicycle Districts, as identified in the City's Safer Cycling 2017 report. These districts have the highest ratio of cyclists killed or severely injured to bicycle network coverage.

By 2022, the goal of installing a total of 75 miles of bicycle facilities in the last Bicycle Priority Districts identified in the report will be accomplished. The goal's successful outcome will meet the increasing demand for more bicycle lanes while addressing the urgent need for improved cyclist safety.

Handwritten notes on yellow sticky paper:

- "Bike lanes to be added down Ave J. From Boro Park to Brooklyn College. Yes, biking!"
- "Drive safely" with a smiley face and a star.
- "I firmly believe in creating bike lanes, as long as there is the space for them."

Bike Counts



Counts

1

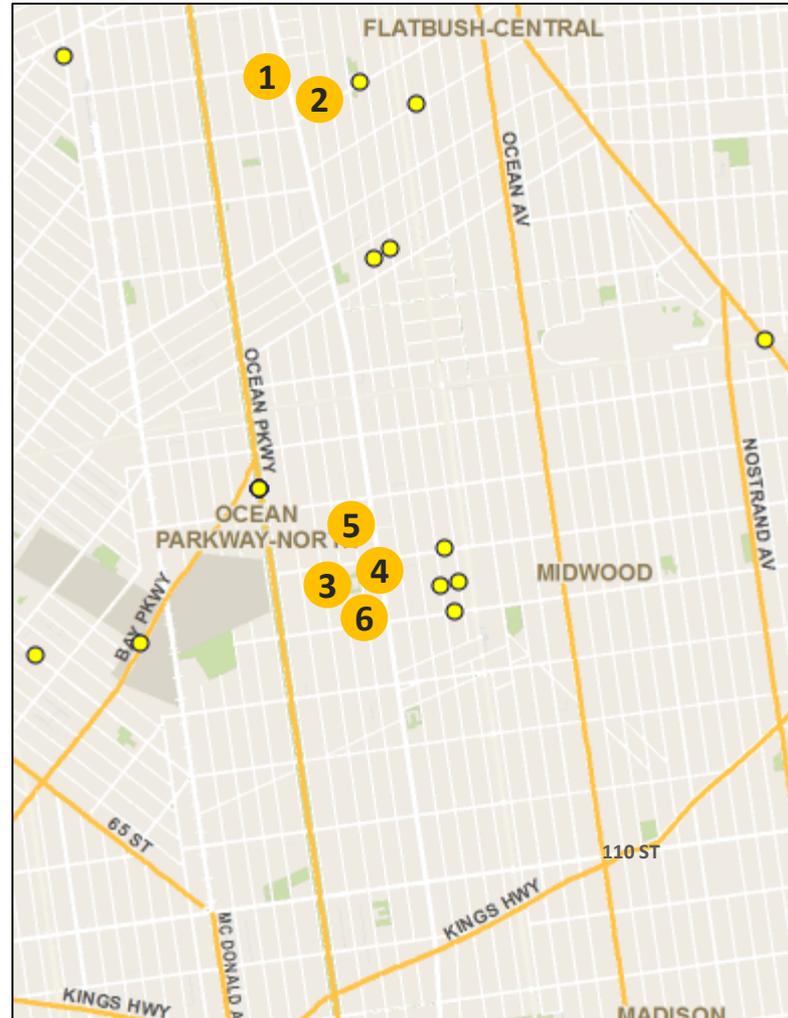
Cortelyou Rd
(Argyle Rd to Rugby Rd)
496 weekend
374 weekday

2

Dorchester Rd
(E 16 St to E 17 St)
246 weekend
239 weekday

3

East 15 St
(Av K to Av L)
37 weekend
57 weekday



4

East 14 St
(Av K to Av L)
81 weekend
92 weekday

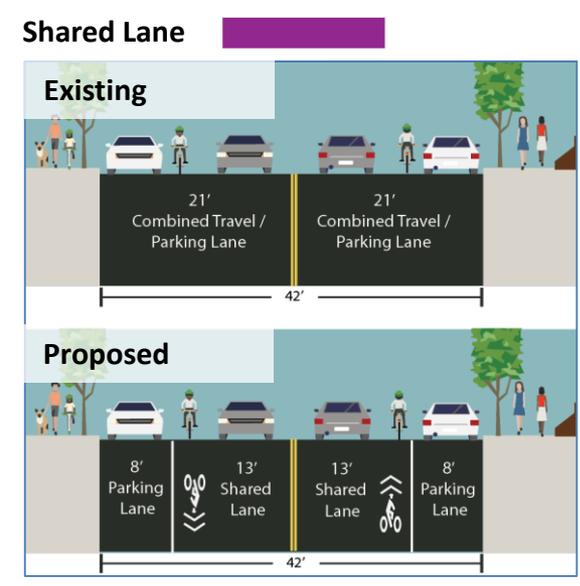
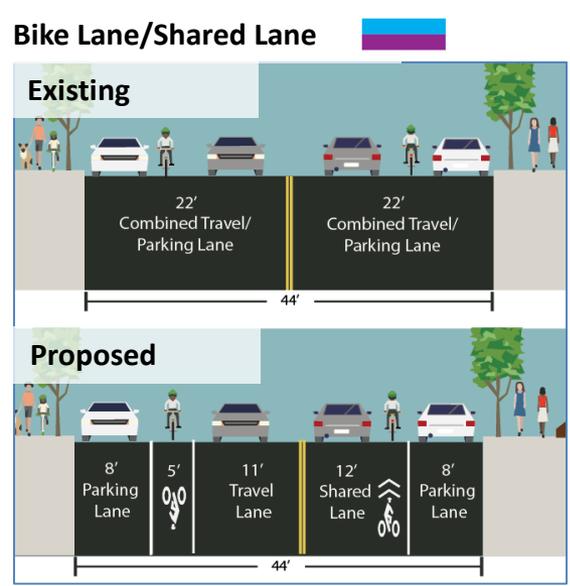
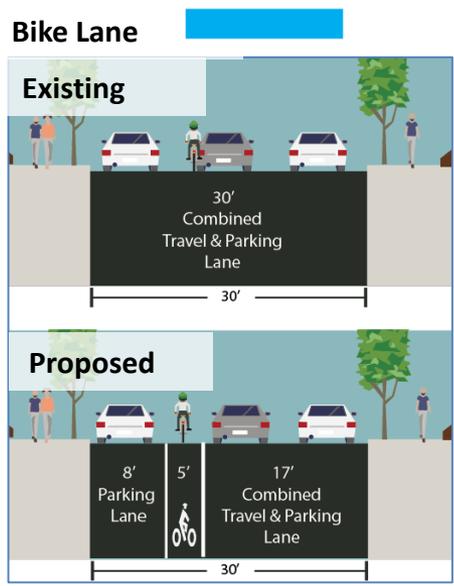
5

Av L
(E 14 St to E 15 St)
172 weekend
188 weekday

6

Av K
(East 14 to E 15 St)
172 weekend
188 weekday

PROPOSED BICYCLE FACILITY DESIGN



- Dorchester Rd
- E 14 St
- E 15 St
- E 17 St
- E 18 ST

- Cortelyou Rd
- Foster Av
- Farragut Rd
- Av I
- Av J
- Av L
- Av M

- Cortelyou Rd
- Rugby Rd/E 14 St
- Av I
- Av J
- Av M

PROJECT BENEFITS AND SUMMARY

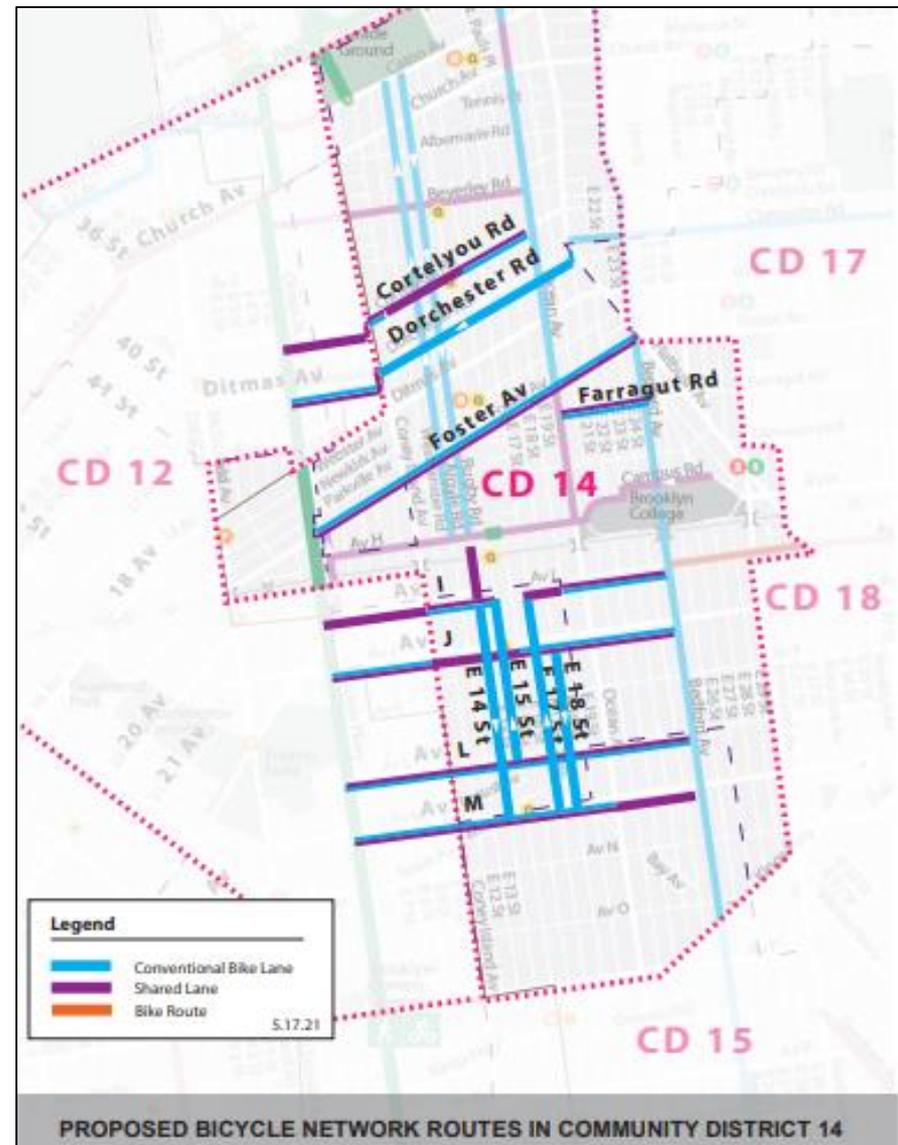
Cyclists

- Responds to community input
- Fulfill the goals established by the Safer Cycling Report
- Provide dedicated space
- Increase predictability of cyclists location
- Improves safety
- Connection to existing network improving access and circulation around the community
- Provide wayfinding

Vehicles

- Organize the roadway
- Improves safety
- Establishes standard width; discourage speeding
- No parking loss or travel lane removal

Map of Bicycle Facility Types



Questions?

THANK YOU!



NYCDOT



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NYCDOT