Brooklyn Community Board 14

Bike Network Expansion

June 6, 2023
Presentation Overview

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Background
Background

Safer Cycling

- **Community Board 14 (CB 14)** identified as **Priority Bicycle District** due to high number of bicyclists Killed or Seriously Injured (KSI) and medium bicycle network coverage

- **38 cyclists** were Killed or Seriously Injured (KSI) in 5-year period (2016-2020) in CB 14

- Most recent fatality on Parkside Ave in October 2022

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**Protected Bike Lanes**

- 34% reduction in risk of injury
  - On the highest-risk streets, cycling risk or injury is reduced by over 60%

**Standard Bike Lanes**

- 32% reduction in risk of injury
  - Improved safety on all study projects

**Shared Lanes**

- 18% reduction in risk of injury across all projects
  - Limited use (wayfinding, as part of bike blvds, or on very narrow/low volume streets)*


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Background

Outreach History

• 2018, Summer: DOT met CB district manager to review the conceptual plan and to receive preliminary network feedback
• 2019, May: DOT met with BP’s Office, CM Lander, AM Eichenstein, CM Menchaca, AM Bichotte to review the proposed routes
• 2021: NYC DOT brought an initial proposal for bike network expansion to CB14
• 2022: Gathered community feedback from digital online survey, and in-person pop-up events
• 2023: NYC DOT returns to CB 14 with updated plan
Community Outreach

Digital 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.

Project Portal Feedback Maps

The project portal has feedback maps that provide opportunity to give specific location-based feedback.
Community Outreach

Pop-Up Events and Public Surveys

Over 1,750 people participated in the survey over the course of summer 2021 and 2022, 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.

- In 2021, 60% of the survey respondents identified as living or regularly frequenting the area.

- Met with Rector of St Paul’s Church Flatbush in November 2022 to share project portal and survey.
Background

Previous DOT Work

- In 2021, NYC DOT installed a new protected bike lane on Parkside Ave.
Parade Ground Improvements
Access to Parade Ground

Existing Conditions

Missing Bike and Pedestrian Crossings to Park Pathways

1. Pedestrians and cyclist waiting for gap to cross Parkside Ave

2. Pedestrian crossing on Parade Place to Crooke Ave

3. Cyclist with child crossing Caton Ave at Argyle Rd to bike through Parade Ground

Legend

- **Existing Bike Facilities**
  - Protected Path
  - Bicycle Lane
- **Missing Crossings**
Access to Parade Ground

Proposal

1. Install midblock signal on Parkside Ave at the entrance to the Parade Grounds

2. Install enhanced crossings on Parade Place at Crooke Ave

3. Upgrade ramps and install bike crossing on Caton Ave at Argyle Rd

Example: Signalized crossing on Prospect Park West at 9th St.
Access to Parade Ground Proposal – Parkside Ave

1. Install a midblock signal on Parkside Ave at the entrance to the Parade Grounds
Access *through* Parade Ground

**Existing Conditions**

- Gap in bike network to connect Argyle and Rugby bike lanes to Parkside Ave greenway
- Stratford path is mapped but not reflected in existing field conditions
Access *through* Parade Ground

Potential Design Solutions

Example: bike stamps in City Hall Park

Example: bike stamps and signage on Parkside at Park Circle

NYC DOT coordinating with NYC Parks

Legend
- Proposed Bike Stamps
- Protected Bike Lane
- Conventional Bike Lane
2023 Bike Network Proposal
Street Improvement Projects Toolbox

**Shared Bicycle Lanes**

- Shared lane 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**

- 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**

- 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
Bike Network

Existing Bike Network

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

<table>
<thead>
<tr>
<th>Existing Bicycle Facilities</th>
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<tbody>
<tr>
<td>Protected Path</td>
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<tr>
<td>Bicycle Lane</td>
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<tr>
<td>Shared Lane</td>
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<td>Signed Route</td>
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Bike Network

Proposed Bike Network

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

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**
Bike Network Proposal

30’ to 33’-wide Corridors

- Dorchester Rd
- E 17 St
- E 12 St
- E 18 St
- E 13 St

Bicycle lanes create new neighborhood connections
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- **No parking loss or travel lane removal**
Bike Network Proposal

42’ to 44’-wide Corridors

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

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

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Potential Protected Bike Lanes
SAFETY – Protected Bike Lanes

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
Potential Protected Bike Lanes

Potential Protected Bike Lane

- More family-friendly, all-ages and all-abilities bicycling environment

- Bigger trade-offs than conventional bike lanes

- Require more time to study feasibility

- Potential Routes:
  - Dorchester Rd (Flatbush Ave to Coney Island Ave)
  - Ditmas Ave/18 Ave (Ocean Pkwy to Flatbush Ave)
Dorchester Rd

Potential Protected Bike Lane

Benefits:
- Slower vehicular turns
- Shortened pedestrian crossings
- Bike lane physically separated from moving traffic

Trade-offs:
- Some parking loss at corners required to maintain adequate visibility between cyclists and turning drivers (~1-2 spots per block)
Ditmas Ave/18 Ave

Potential Protected Bike Lane

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Trade-offs:

• Some parking loss at corners required to maintain adequate visibility between cyclists and turning drivers (~1-2 spots per block)
• Requires converting Ditmas Ave and 18 Ave to one-way eastbound
• Requires rerouting westbound B8 buses off 18 Ave
Ditmas Ave/18 Ave: Alternative Design

Potential Protected Bike Lane

Alternative design:
• Maintain two-way street operation
• Clear all parking

Benefits:
• No traffic diversions, bus reroutes

Trade-offs:
• Loss of on-street parking
Summary & Next Steps
Summary & Next Steps

- Signal on Parkside Ave and Enhanced Crossing on Parade PI approved, target install date Fall 2023

- NYC DOT to install conventional bike lane network expansion in 2023/2024

- NYC DOT to return to the community board with protected bike lane proposals
Thank You!

Questions?
Example of Signal with Pedestrian Islands
Prospect Park West at 9th St
Example of Enhanced Crossing
Heath Ave and Summit Pl, Bronx