



# Brownsville Pedestrian and Cyclist Improvements

Presented to Brooklyn Community Board 16

April 8, 2021



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# Background



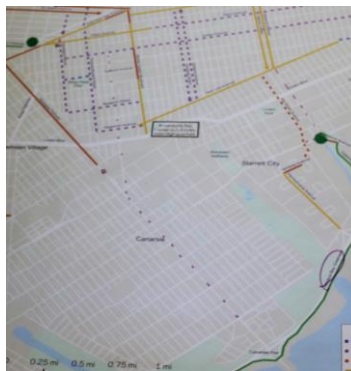
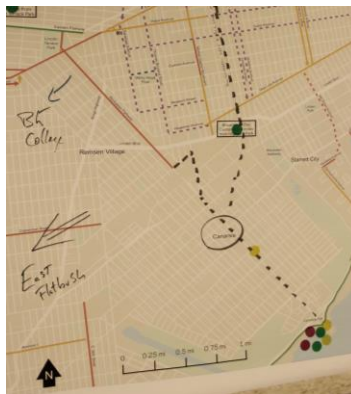
# Background

## Community-Led Planning

### Planning Workshops (2011-2014):

- Seven workshops throughout Brownsville and East New York
- Resulted in a comprehensive bike plan for CB 16 and CB 5
- Focused on establishing bike routes with standard bike lanes, shared lanes, and signage
- Identified areas for improvement, destinations of interest, and potential bicycle routes

### 2014 Maps



Mother Gaston Blvd, Brownsville

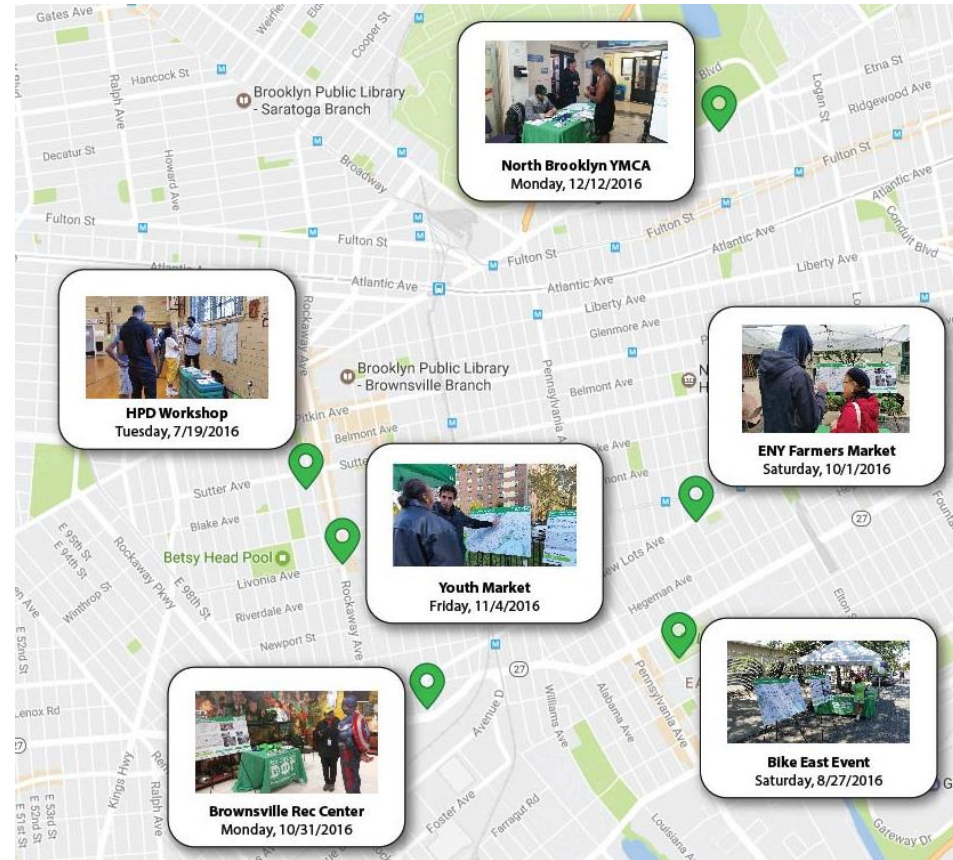
# Background

## Community-Led Planning

### Mobile Workshops (2016):

- Six workshops conducted at existing community events and high-traffic locations in both CB 16 and CB 5
- Included feedback on cycling destinations, route preference, and surveys

Repeated requests for better bike connections to Brownsville Rec Center & Canarsie Pier (Surveys, Workshops)



# Background

## Community-Led Planning



### Survey Comments

*"Will appreciate more bike lanes. My priority routes are connections to Canarsie Pier and Highland Park."*

*"It would be nice to have bike paths here, especially when traveling with children."*

*"My route priorities are Eastern Parkway so that I can get to Prospect Park. Also, I would like to see a bike connection to Canarsie Pier."*

## The Brownsville Plan (2017) calls for expansion of the bike network and pedestrian improvements

The City will pursue projects across Brownsville to encourage residents to walk and bike in their neighborhood by improving pedestrian safety; expanding the network of bike lanes; and making it easier, safer, and more pleasant to cross from Brownsville to surrounding neighborhoods such as East New York.

Brownsville is a neighborhood with many boundaries. It is bordered by imposing transportation infrastructure that isolates it from neighboring communities. Large NYCHA housing developments, wide streets, and vacant spaces segregate certain parts of the neighborhood from each other and create perceptions of an unsafe environment that discourages gathering. Improving connections—both through physical and programmatic interventions—can build social connectedness, positively impact mental and physical health, and improve economic outcomes.

The physical design of neighborhoods can have a significant effect on crime rates, and in turn crime can influence the physical design of a neighborhood. In Brownsville, NYCHA developments abut one another, but each development is a campus of its own with separate community facilities and often with no adjoining pathways to travel from one to the next. Other multifamily housing developments in the neighborhood have been designed around security—with single points of entry to a whole block of residential buildings. Through a series of physical and programmatic interventions, the City will work to break down this neighborhood isolation. Underlying this approach is a series of design principles called Crime Prevention Through Environmental Design (CPTED), which emphasizes a variety of people-centric techniques to design and activate the built environment to reduce crime.

The Mayor's Office of Criminal Justice (MOJC) has launched a new CPTED initiative to conduct comprehensive surveys of NYCHA developments and surrounding neighborhoods to identify ways in which the built environment can help prevent crime. Safer crossings will encourage pedestrian safety and better connect NYCHA developments to surrounding streets and amenities. All residents of the neighborhood, as well as local businesses, will benefit from greater physical connectedness, improved transportation access, and a more pleasant walking environment.

# Background

## Progress in Bike Routes

**29+ lane miles**  
of bike facilities installed in  
CB 5 and CB 16 (2013-2018)



**3+ lane miles**  
of protected bike  
lanes installed  
in CB 5 in 2018  
and 2019

**600+ bike racks**  
installed in CB 16  
and CB 5

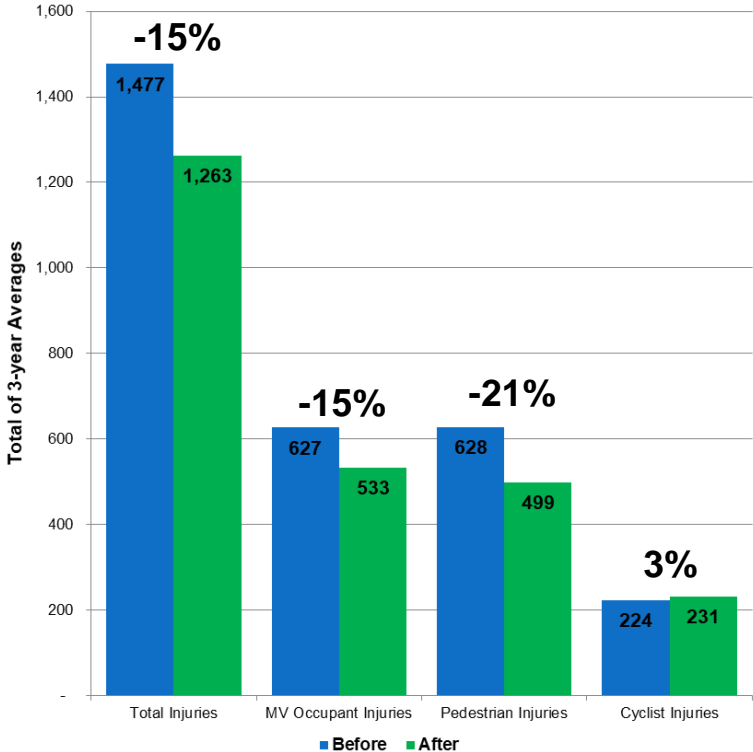
# Safety – Protected Bike Lanes

**-15%** drop in crashes with injuries

**-21%** drop in pedestrian injuries

*on streets where protected bike lanes were installed 2007-2017*

- The number of injuries to people biking increased only slightly, **despite a 61% increase in bike volumes.\***
- The cyclists crash rate at intersections **decreased 51% on one-way Manhattan Avenues.\*\***



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 \*Based on total volume change for 12 hour weekday (in season) before/after counts on protected bike lanes in this study \*\*Based on DOT study Safer Cycling

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Proposal

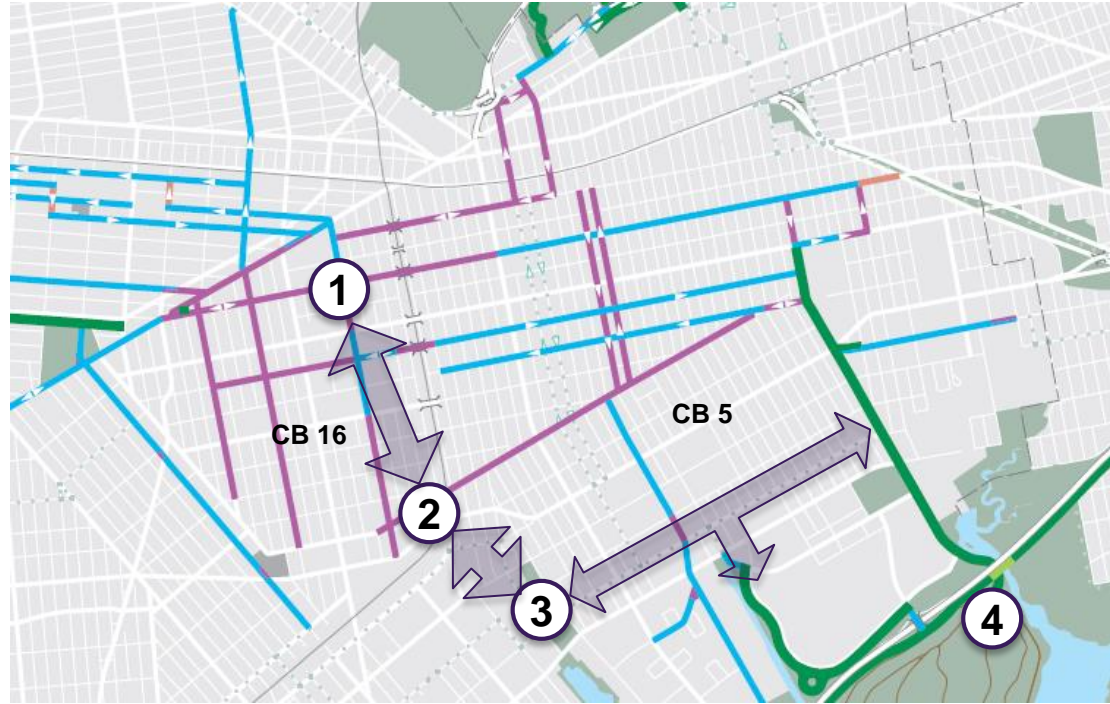
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# Connect Community Destinations to the Community with Protected Bicycle Lanes

## Improve Safety & Mobility

- 1 Commercial core of Brownsville, bicycle connection to Highland Park and Eastern Parkway
- 2 Brownsville Recreation Center
- 3 Breukelen Playground & Ballfields
- 4 Shirley Chisholm Park & Jamaica Bay Greenway



# Connect Rest of Brownsville Neighborhood to the Rec Center

Provide a low-stress bicycle connection

## North of Livonia Ave

- Take advantage of the width of Powell St and Sutter Ave to calm traffic and add a protected bike connection

## South of Livonia Ave

- Use Powell St and Sackman St as a pair of low-traffic one-way neighborhood streets that directly connect cyclists to the Brownsville Rec Center via Hegeman Ave



# Connect Rest of Brownsville Neighborhood to the Rec Center

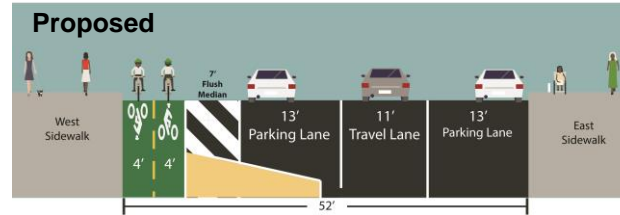
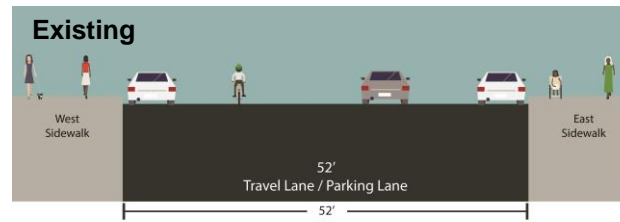
What is a low-stress bicycle connection?



# Powell St

## Protected Bicycle Lanes

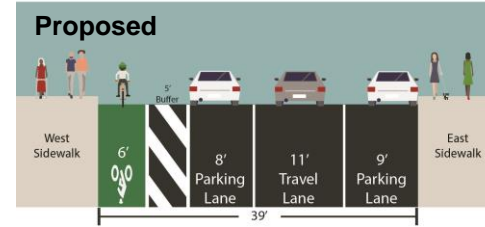
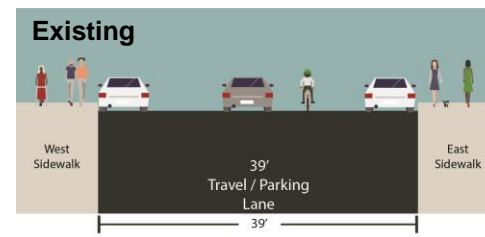
- Two-way bike lane along the west curb
- Shorten crossing distances for pedestrians
- Install painted pedestrian islands in advance of a capital project, which will build them out in concrete and include street trees
- Removes approximately three parking spaces per block for pedestrian safety treatments at intersections (9 total)



# Powell St

## Protected Bicycle Lanes

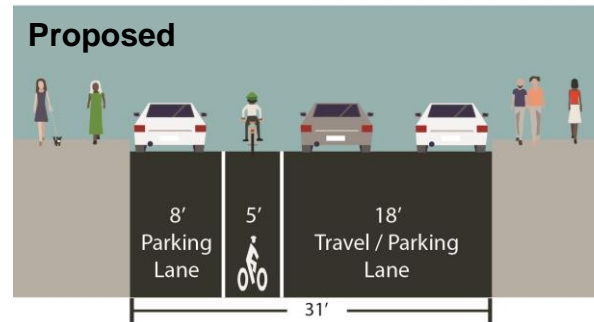
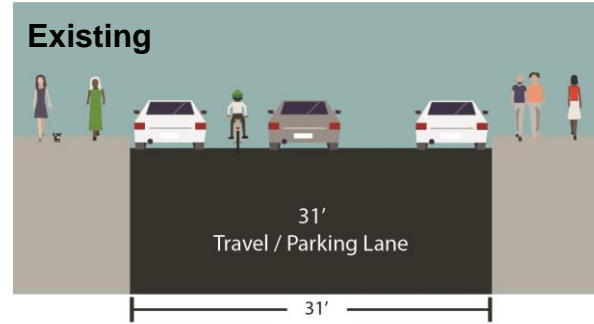
- One-Way protected bike lane on the west curb
- Cyclists protected from vehicles
- Shorten crossing distances for pedestrians
- Removes approximately three parking spaces per block for pedestrian safety treatments at intersections (6 total)



# Powell St & Sackman St

## One-Way Paired Bicycle Lanes

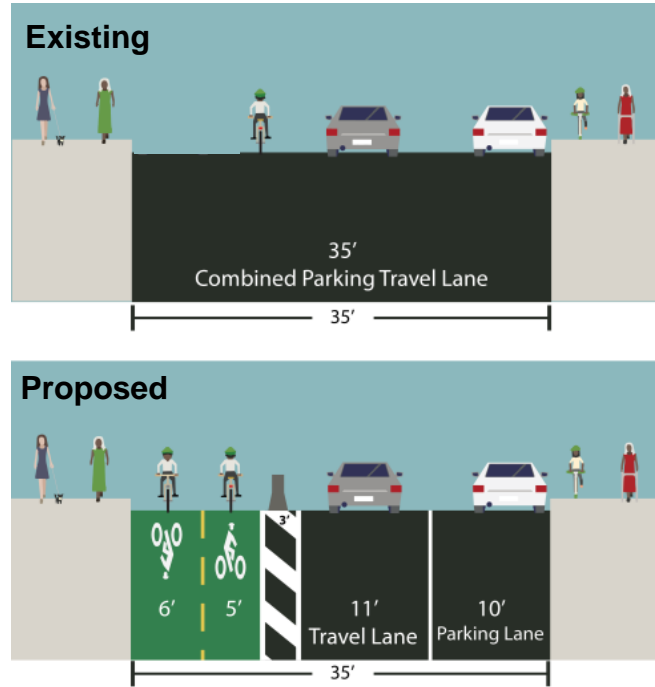
- A one-way bike lane on both Powell St and Sackman St between Livonia Ave and Hegeman Ave
- Dedicated space for cyclists on low-traffic neighborhood streets
- One-block connecting routes on Sutter Ave and Livonia Ave



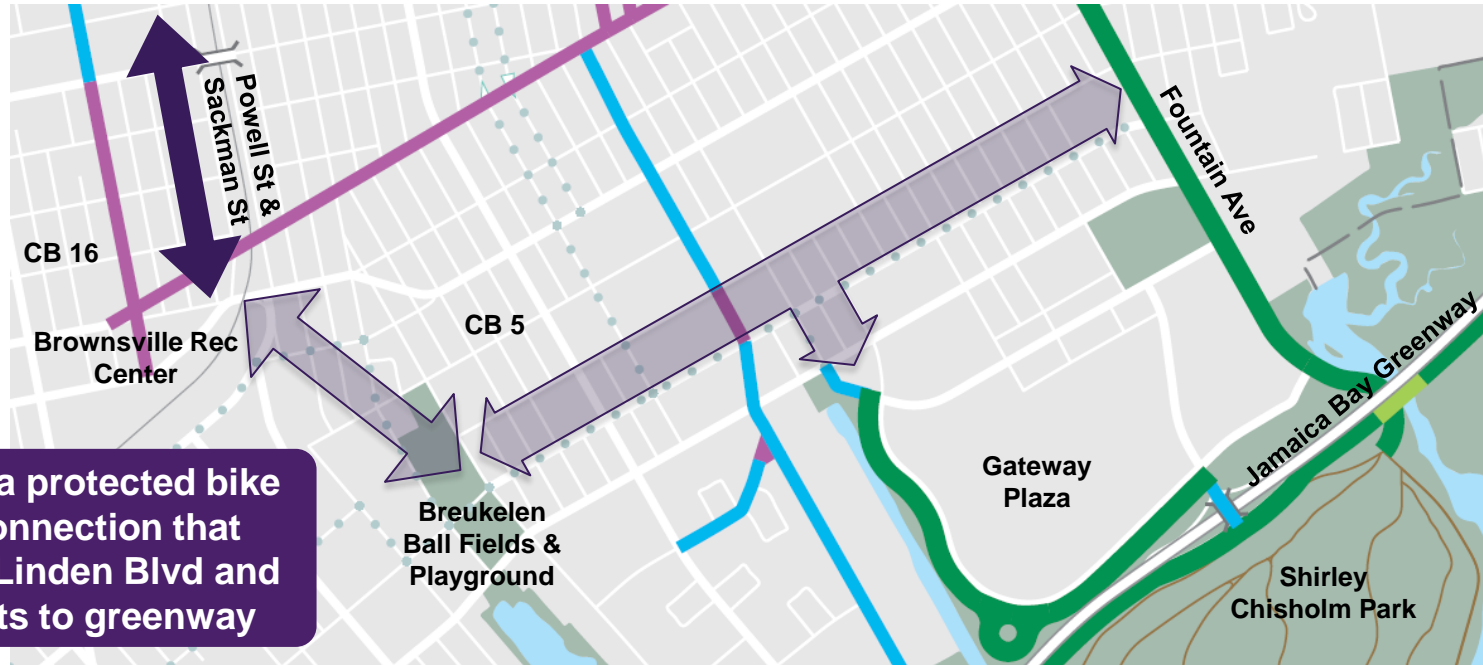
# Hegeman Ave to Brownsville Rec Center

## Two-way protected bicycle lane

- A two-way protected lane on the south side of Hegeman Ave between Powell St and the Brownsville Rec Center entrance at Christopher Ave
- Allows cyclist safer method to access the Rec Center
- Path uses 400' of existing No Parking and No Standing space on the south side of Hegeman Ave, so there is no parking loss



# Brownsville Rec Center to Jamaica Bay Greenway



Develop a protected bike lane connection that crosses Linden Blvd and connects to greenway



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# Summary

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# Summary

## Connecting Communities to Amenities

- Create a low-stress bicycle connection from places where people live and work to the Brownsville Center
- Improve safety for all road users while expanding mobility for cyclists
- Build upon these improvements for cyclists with additional improvements that expand access to greenway destinations (Shirley Chisholm Park, Canarsie Pier)



# Thank You!

Questions?



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