



Bushwick Neighborhood Bicycle Network

Fall 2017 Update

Presented to Community Board 4, October 5, 2017

Community Bicycle Network Development Process

2014-2015 Community Engagement

- Established steering committee
- Public workshops, mobile workshops
- Online surveying, public surveying, bike shop visits

2016 Phase I Bicycle Network Expansion

- Presented outcome of community engagement process and Phase I proposed projects to CB 4
- CB 4 supported Phase I projects
- Implemented Phase I projects: Knickerbocker Ave, Irving Ave, Jefferson St, Hancock St

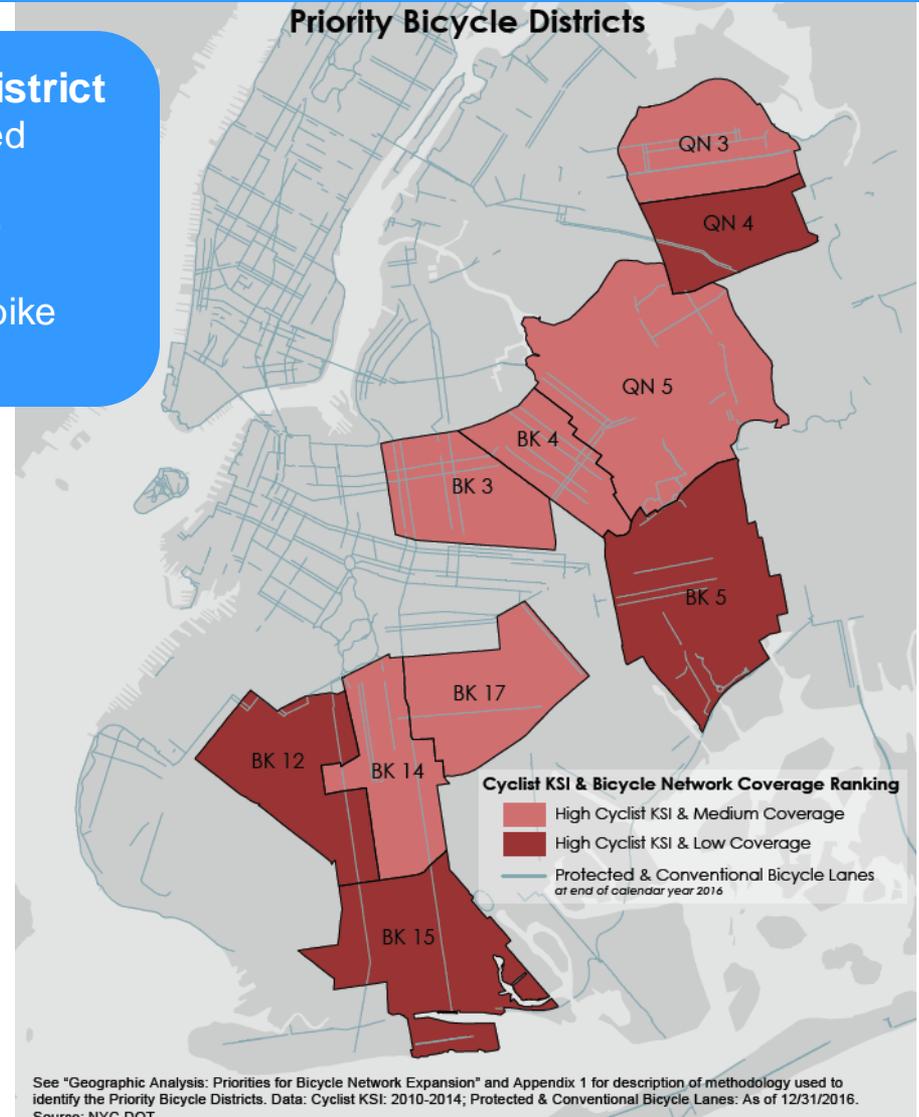
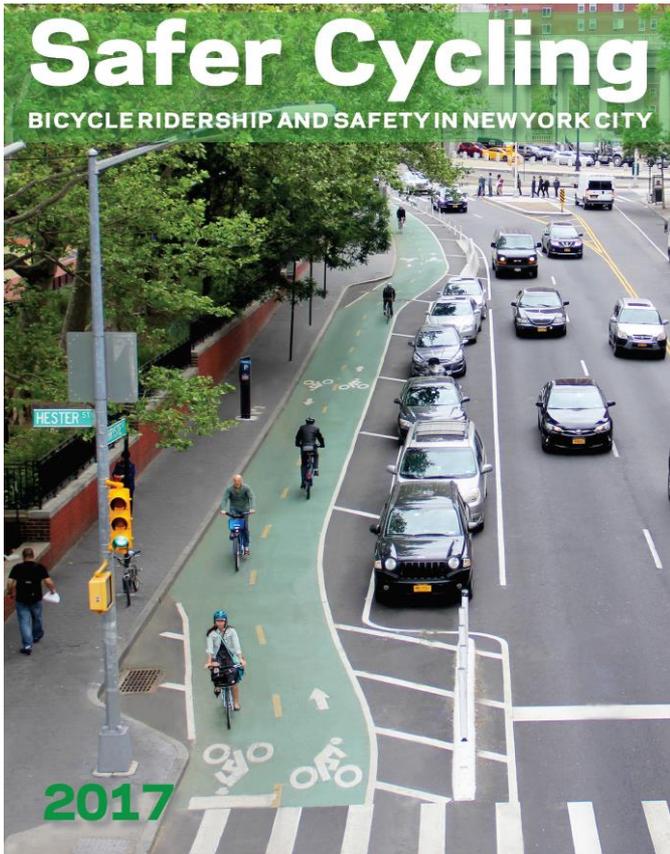
2017 Phase I Follow-up, Phase II Proposals

- Street Ambassador Post-implementation Outreach at Irving Square Park
- Post-implementation data collection
- Bicycle Safety Study
- Develop Knickerbocker Ave loading zone proposal
- Present Phase II proposed projects to CB 4

2017 Cycling Safety Study

Community District 4 - Priority Bicycle District

- High number of cyclists killed or severely injured
 - 3 cyclists killed (2010-2014)
 - 48 cyclists severely injured (2010-2014)
- Medium density bicycle network coverage
- Most cyclist fatalities occur on streets without bike facilities (89%)



DOT has committed to creating or enhancing 75 lane miles of bike facilities in Priority Bicycle Districts by 2022

Where Can You Bike in 15, 30 Minutes?

Existing Bicycle Network



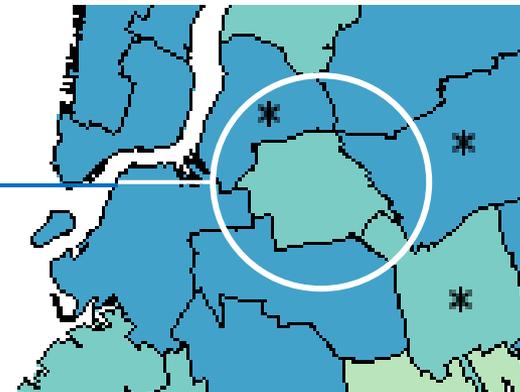
Who Rides?

Community Health Survey Data (2014)

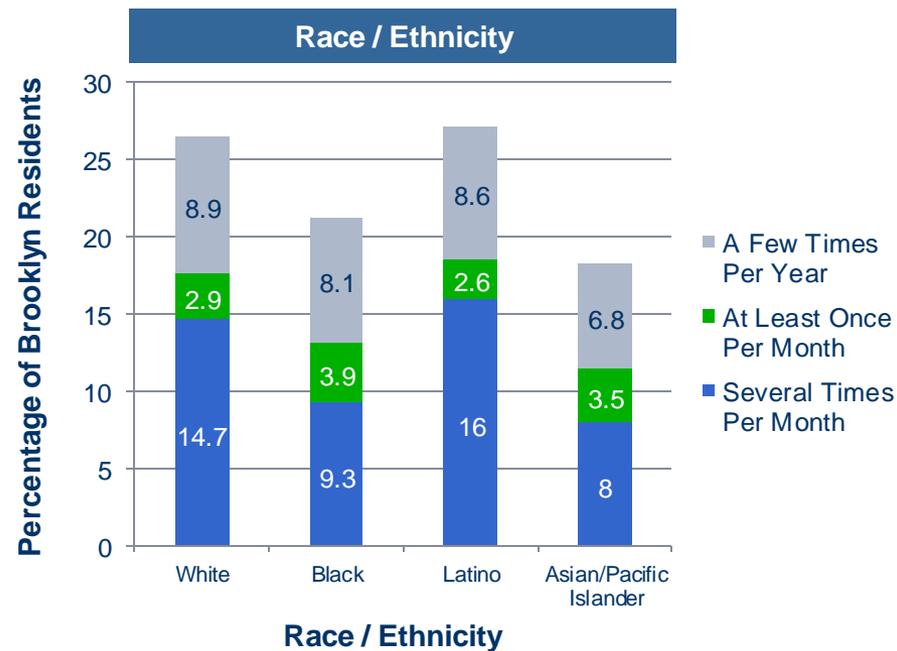
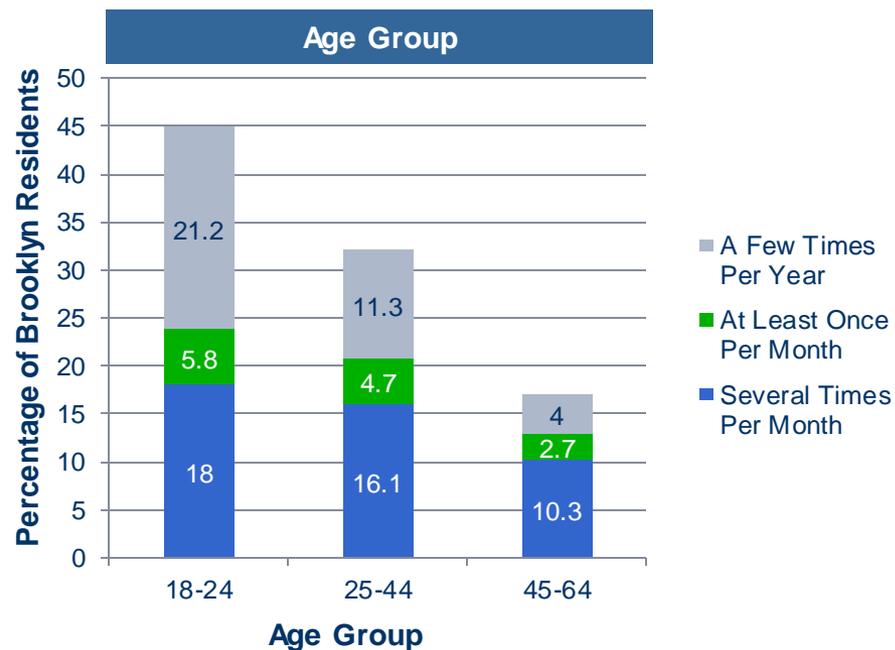
Biked for Transportation in the Past 7 days



Number of Williamsburg-Bushwick residents reported riding a bicycle to get to and from places in the past 7 days

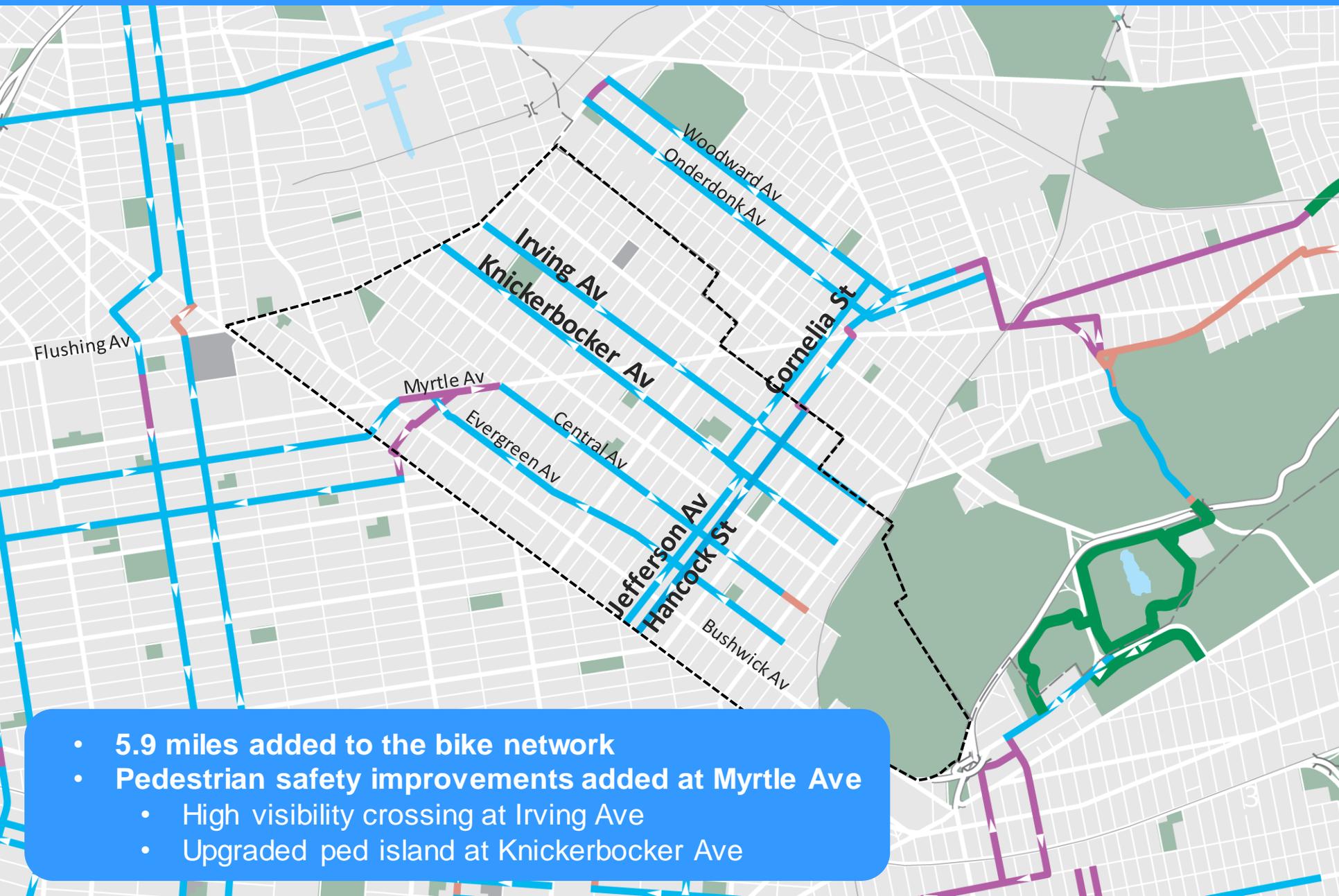


Percentage of Brooklyn Residents Who Rode a Bicycle in the Past Year



2016 Phase I Bicycle Network Expansion

Projects Implemented



- 5.9 miles added to the bike network
- Pedestrian safety improvements added at Myrtle Ave
 - High visibility crossing at Irving Ave
 - Upgraded ped island at Knickerbocker Ave

2017 Phase I Follow-up

Post-implementation Street Ambassador Outreach Deployments

April 2017
Earth Day at Irving Sq Park



“I don’t bike, but I noticed the cars go a lot slower now”

June 2017
Shape Up Bushwick at Irving Sq Park



2017 Phase I Follow-up

Post-implementation Data Collection:

12 Hour Before and After Bike Counts Conducted in June*



*Hancock St Counts conducted in August

2015	2017
Weekday	Weekday
Weekend	Weekend

2015-2017

- **51% growth** in weekday cycling on Knickerbocker Ave
- **71% growth** in weekend cycling on Irving Ave
- **Over 400% growth** in weekday/weekend cycling on Hancock St

2016 Phase I Bicycle Network Expansion

Knickerbocker Ave

Before



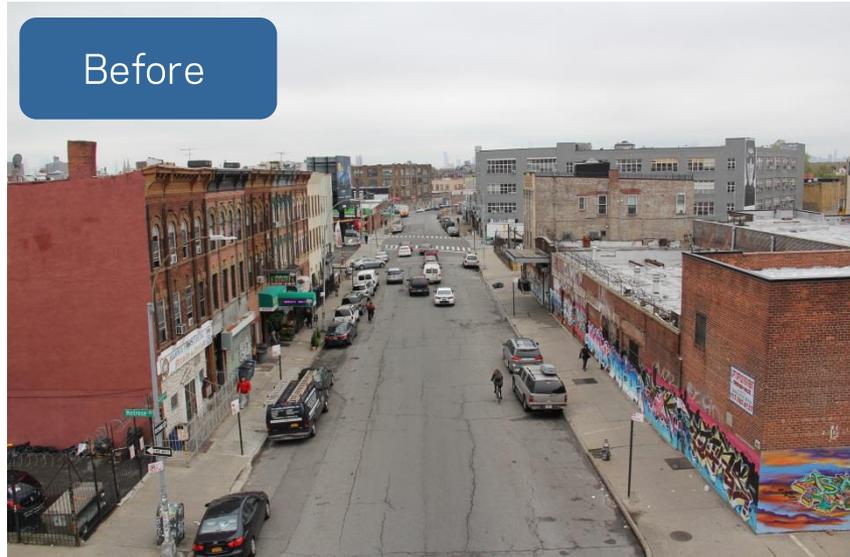
After



2016 Phase I Bicycle Network Expansion

Knickerbocker Ave

Before



After



2016 Phase I Bicycle Network Expansion

Irving Ave

Before

After



2016 Phase I Bicycle Network Expansion

Hancock St

Before

After

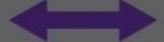


2017 Phase II Proposed Projects

Hancock St



LEGEND

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

Existing Conditions

Troutman Ave



Troutman Ave, Starr St, Evergreen Ave Himrod St, Harman St

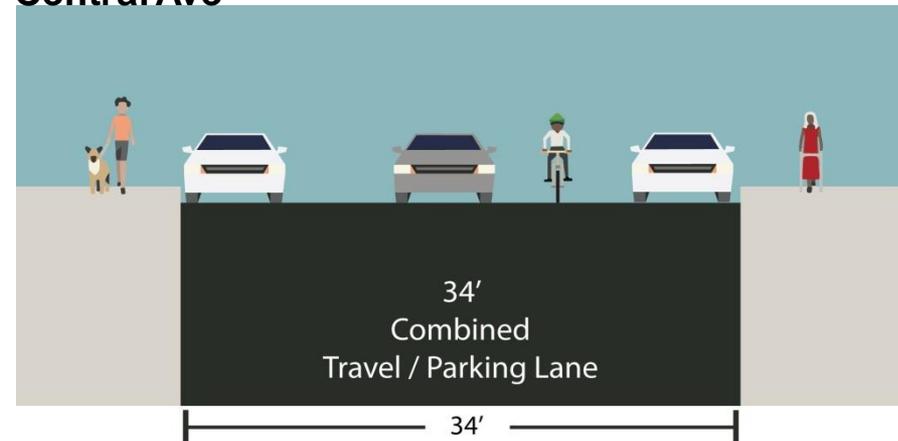


**No Dedicated Space
for Cyclists**

Central Ave



Central Ave

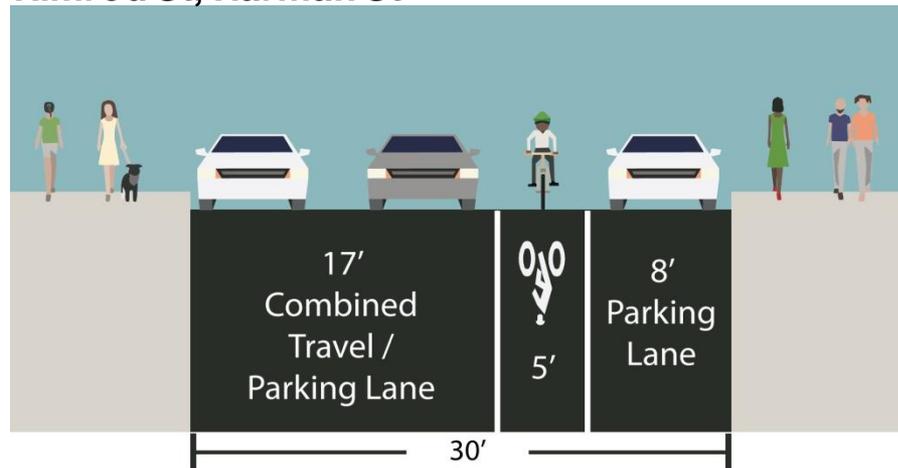


Proposed Improvements

Hancock St



Troutman Ave, Starr St, Evergreen Ave Himrod St, Harman St

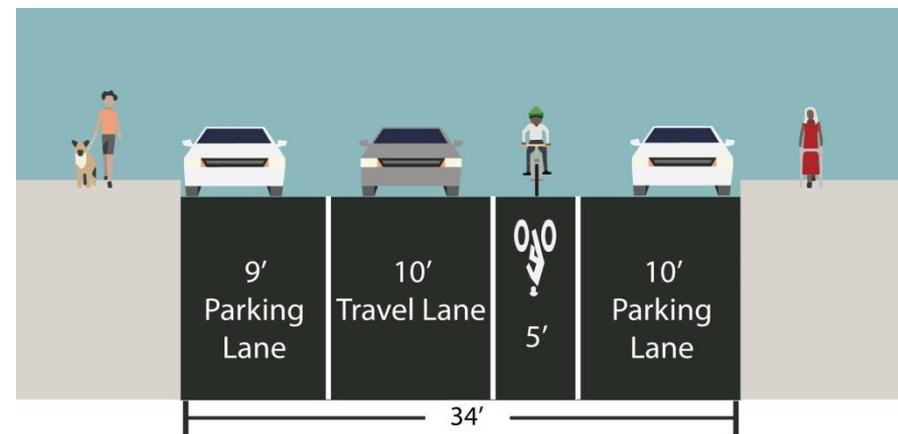


**No Parking Loss
Number of Travel Lanes
Remain The Same**

Irving Ave



Central Ave



BENEFITS OF DESIGN ELEMENTS

Roadway markings

Vehicles

- Organize the roadway
- Improves safety
- Improve alignment, and visibility
- Establish standard width; discourage speeding

Cyclists

- Dedicated space for cyclists
- Increase predictability of cyclists location
- Direct connections to existing network
- Provide wayfinding



Questions?

THANK YOU!



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