



Bushwick Neighborhood Bicycle Network

Fall 2017 Update

Presented to Community Board 4, October 18, 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

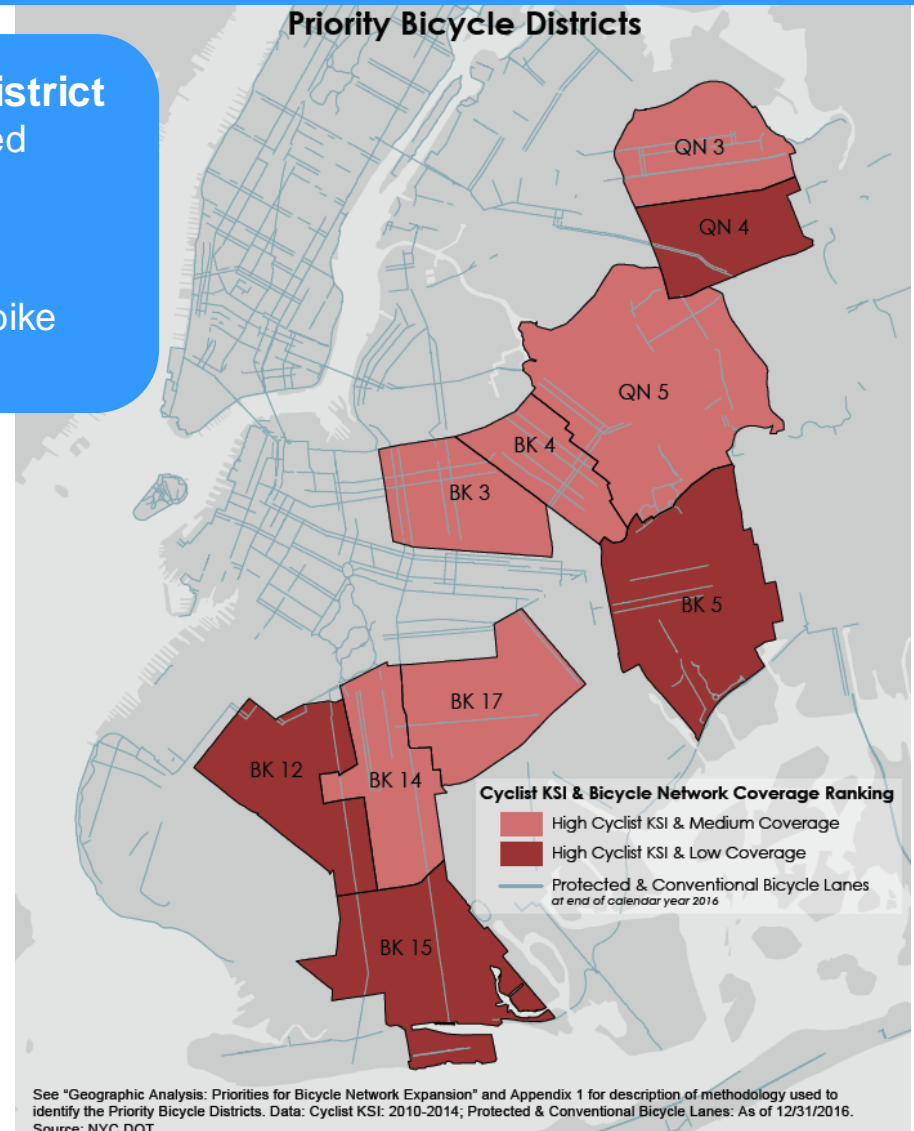
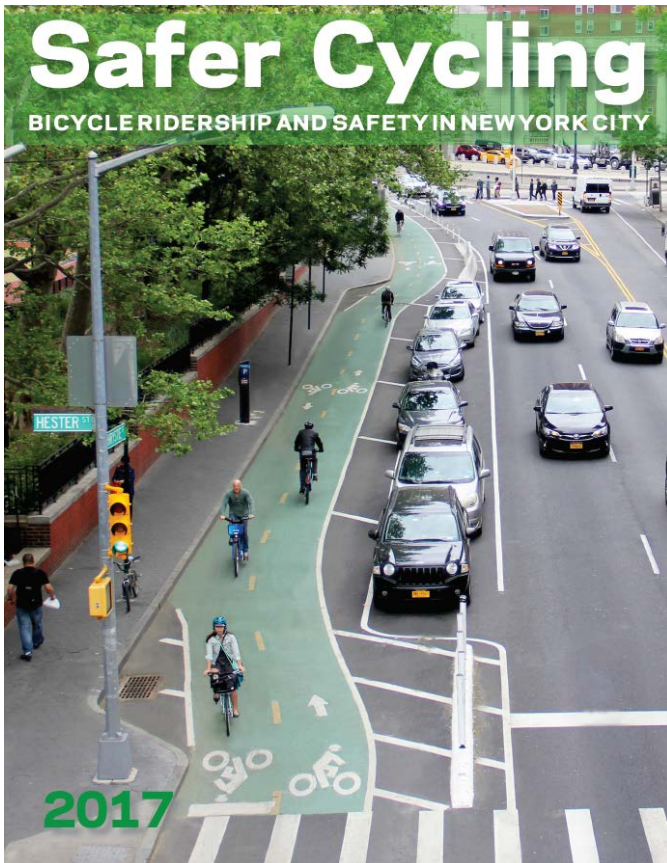
2017 Phase I Follow-up, Phase II Proposals

- 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

2017 Cycling Safety Study

Educational Programs and Enforcement

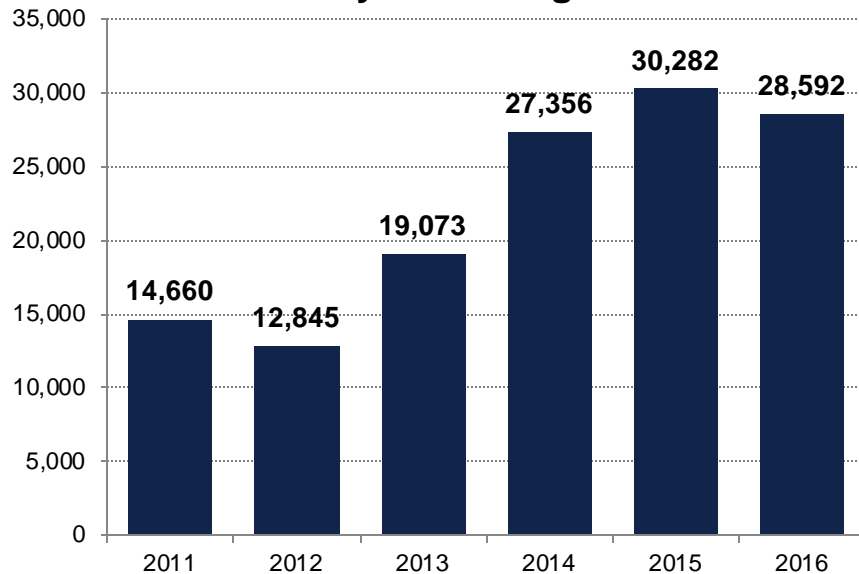
Action Plan

- DOT, NYPD, and NYC DOHMH developed a comprehensive set of enforcement and education initiatives to continue to improve bicycle safety
- Focus and deploy enforcement resources to intersections with high rates of cyclist KSI
- Tailor enforcement to address the most dangerous driver and cyclist behaviors

Bike lights, bell, and Bike Smart giveaway:

While distributing giveaways, NYPD and DOT have the chance to talk to cyclists about traffic laws and safe cycling

NYPD: Bicycle Moving Violations



Where Can You Bike in 15, 30 Minutes?

Existing Bicycle Network



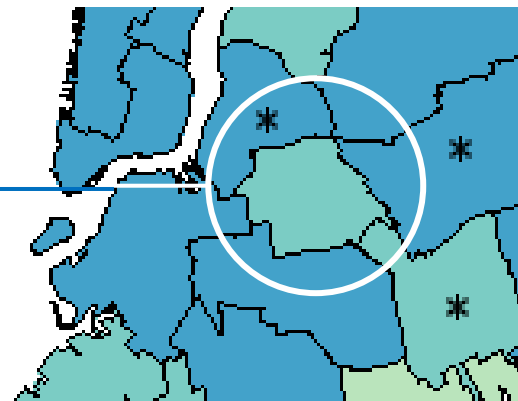
Who Rides?

Community Health Survey Data (2014)

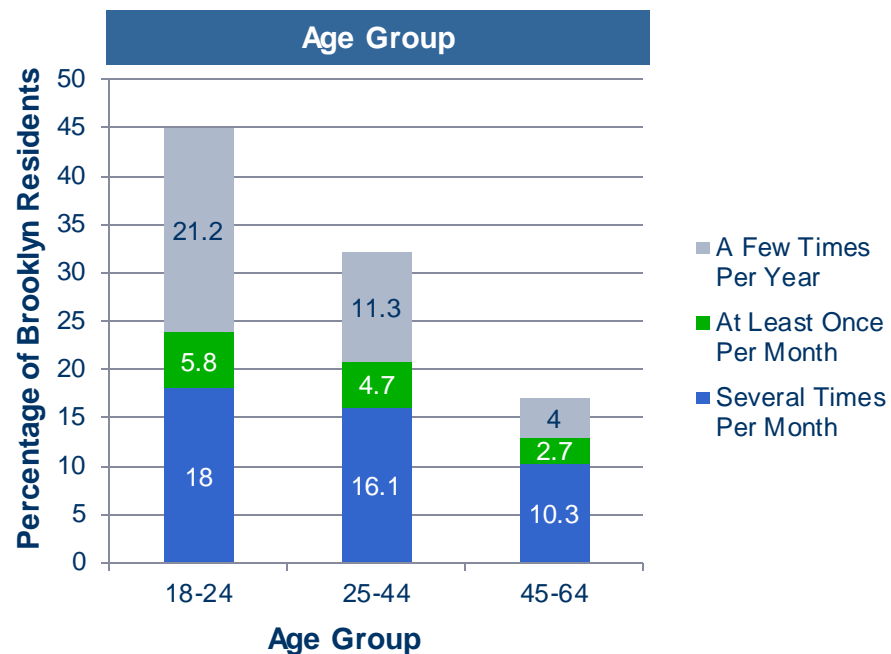
Biked for Transportation in the Past 7 days



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

Safety

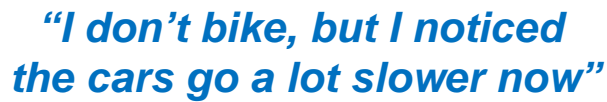
NYC DOT Initiatives

Street Ambassadors

- Education through bike lights, bell giveaways, bike maps, and Bike Smart guide
- Outreach initiatives and workshops



April 2017
Earth Day at Irving Sq Park



June 2017

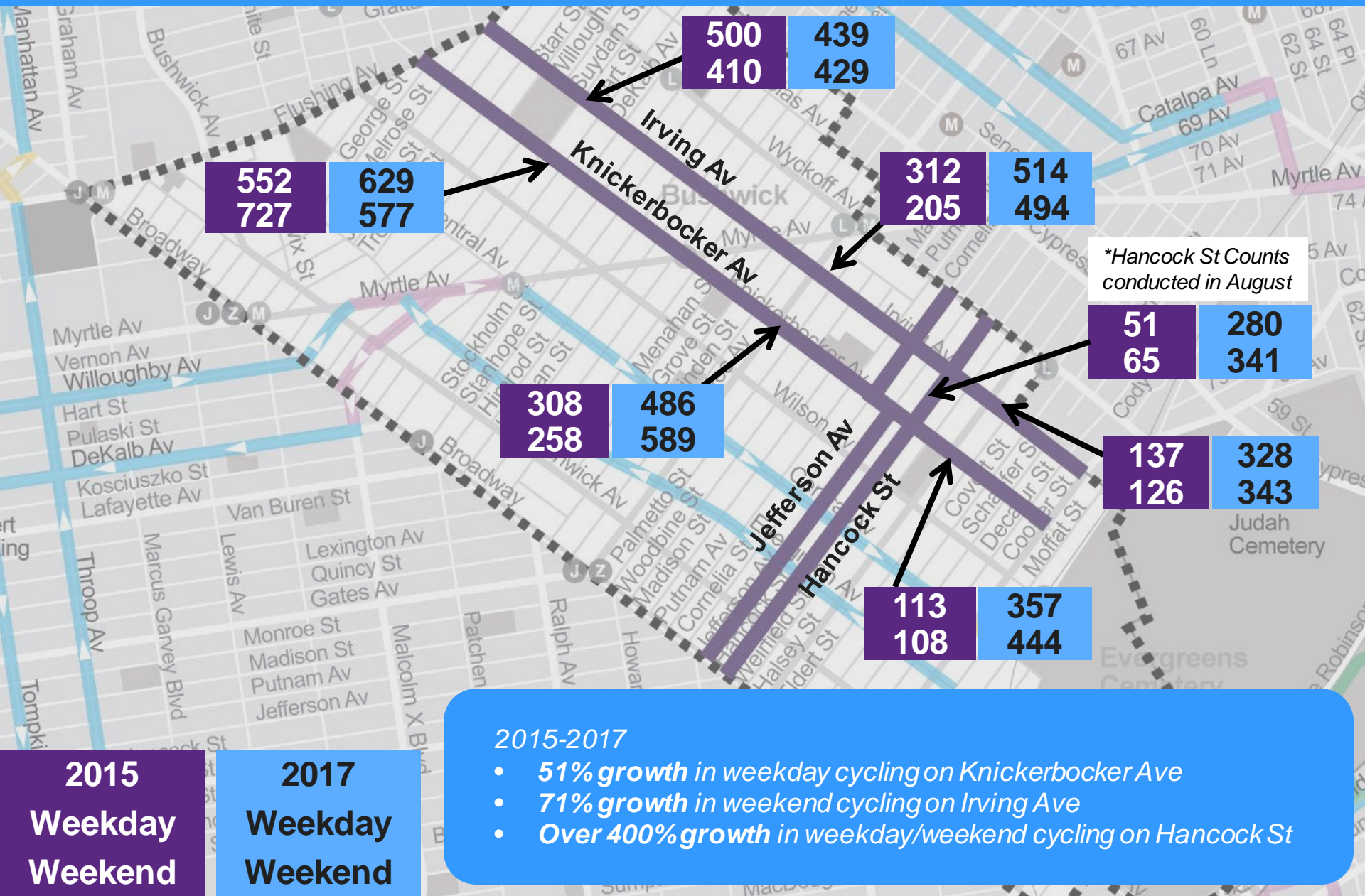
Shape Up Bushwick at Irving Sq Park



2017 Phase I Follow-up

Post-implementation Data Collection:

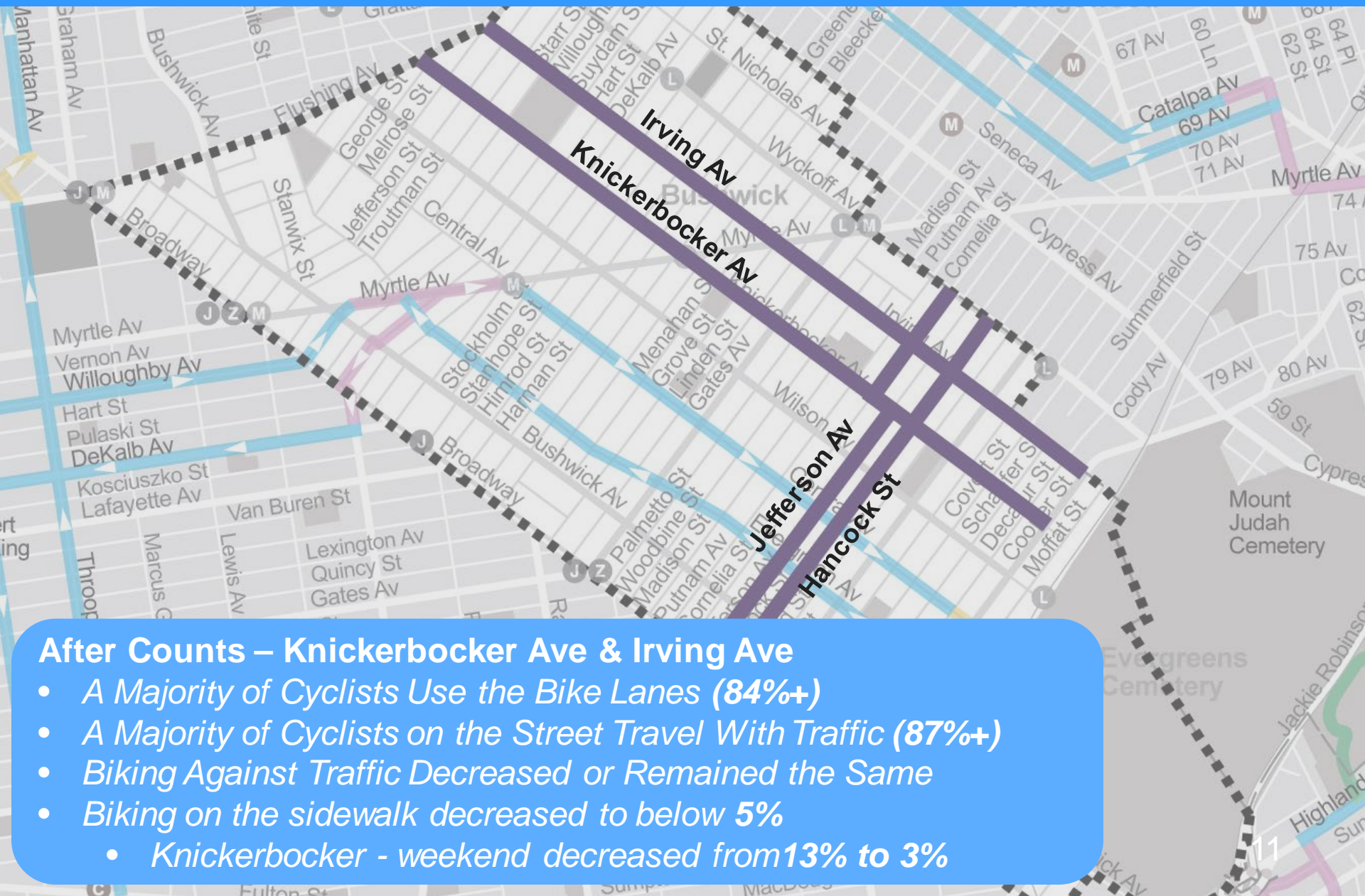
12 Hour Before and After Bike Counts Conducted in June*



2017 Phase I Follow-up

Post-implementation Data Collection:

12 Hour Before and After Bike Counts Conducted in June*



After Counts – Knickerbocker Ave & Irving Ave

- A Majority of Cyclists Use the Bike Lanes (84%+)
- A Majority of Cyclists on the Street Travel With Traffic (87%+)
- Biking Against Traffic Decreased or Remained the Same
- Biking on the sidewalk decreased to below 5%
 - Knickerbocker - weekend decreased from 13% to 3%

2016 Phase I Bicycle Network Expansion

Knickerbocker Ave

Before

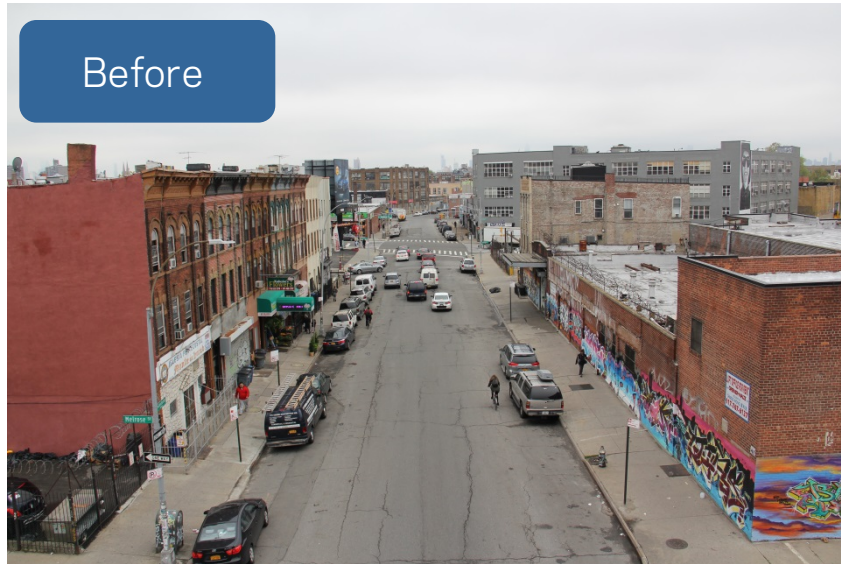
After



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

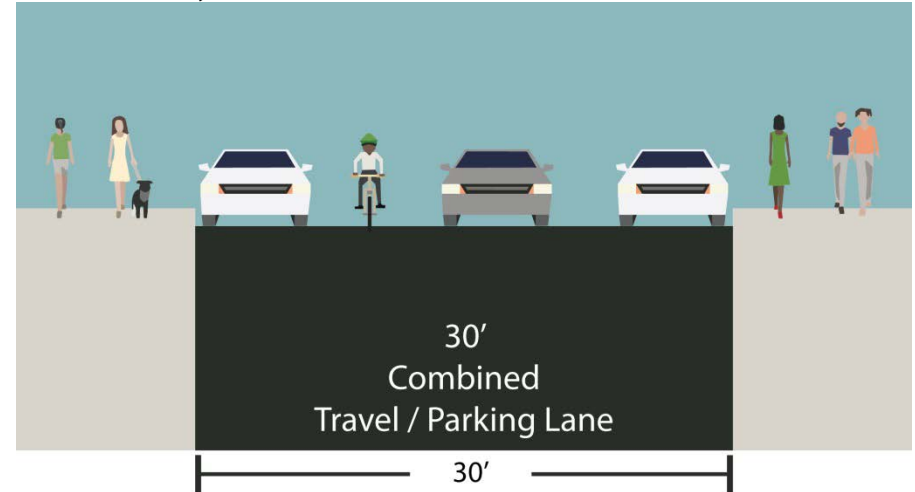


Existing Conditions

Troutman Ave



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

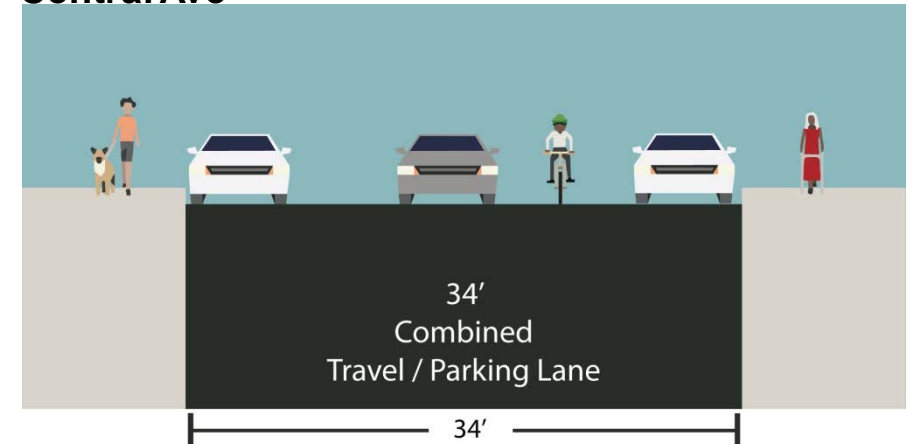


**No Dedicated Space
for Cyclists**

Central Ave



Central Ave



Proposed Improvements

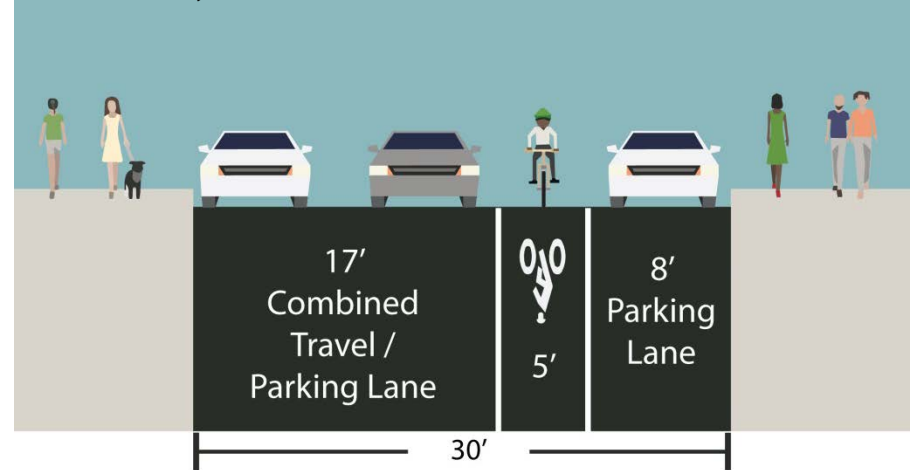
Hancock St



Irving Ave

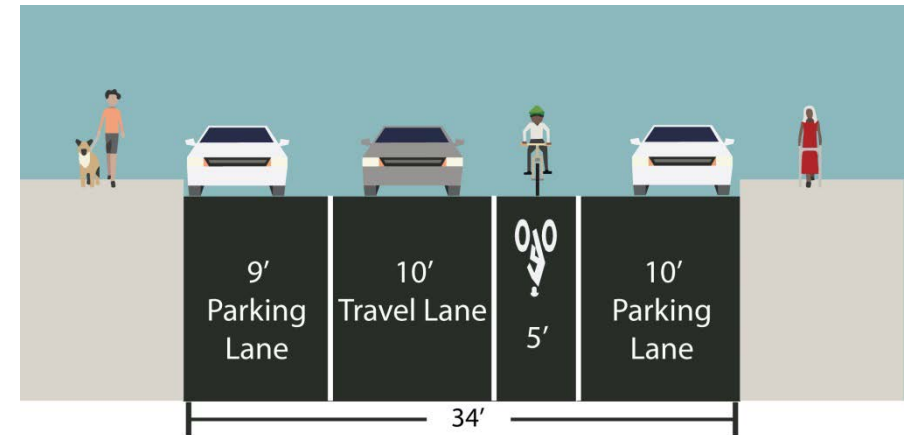


Troutman Ave, Starr St, Evergreen Ave Himrod St, Harman St



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

Central Ave



BENEFITS OF DESIGN ELEMENTS

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



Questions?

THANK YOU!



NYC DOT



NYC DOT



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NYC DOT