



PARKSIDE AVENUE PROTECTED BIKE LANE

Presented to Community Board 14
September 23, 2020

Project Area Location



- Existing Parkside Ave configuration with wide parking lanes installed in 2010
- Location of popular Open Streets response to COVID-19 pandemic
- Well-used route to access Prospect Park

Existing Conditions Bicycle Route

- Current configuration installed in 2010
 - One moving lane and wide parking lanes in each direction
 - Two lanes in each direction at Park Circle
 - One through lane and on left-turn lane at Ocean Ave
- No dedicated space for biking
- Moderate bike volumes
 - 424 bikes 12-hr weekend count
 - 479 bikes 12-hr weekday count

Sept 2018, between St Pauls Pl and Ocean Ave



Project Area Safety

Parkside Avenue Park Circle – Ocean Ave Crash History 2014-2018

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	18	1	0	1
Bicyclists	13	1	0	1
Motor Vehicle Occupant	126	4	0	4
Total	157	6	0	6

- 9.9 KSI per mile puts Parkside Ave in the top third dangerous corridors in Brooklyn



Issues Protected Lanes at Park

- Parkside Ave would add a third protected bike lane bordering Prospect Park:
 - Prospect Park West PBL was installed in 2010
 - Flatbush Ave PBL was installed in 2020
 - Ocean Ave PBL is in development
- On-street PBLs offer two-way, neighborhood alternatives to one-way bike route in Prospect Park



Issues Open Streets

- The Parkside Ave Open Streets COVID response revealed strong demand for opportunities for safe biking and walking
- Corridor adjacent to high density neighborhood and Prospect Park entrances



Proposed Design Goals

- Improve pedestrian safety
 - Shorten crossing distances
 - Add daylighting
- Extend safe, comfortable bike route around Prospect Park
 - Provide dedicated space for biking
- Maintain motor vehicle circulation
 - Reduce off-peak speeding



SAFETY – Protected Bike Lanes

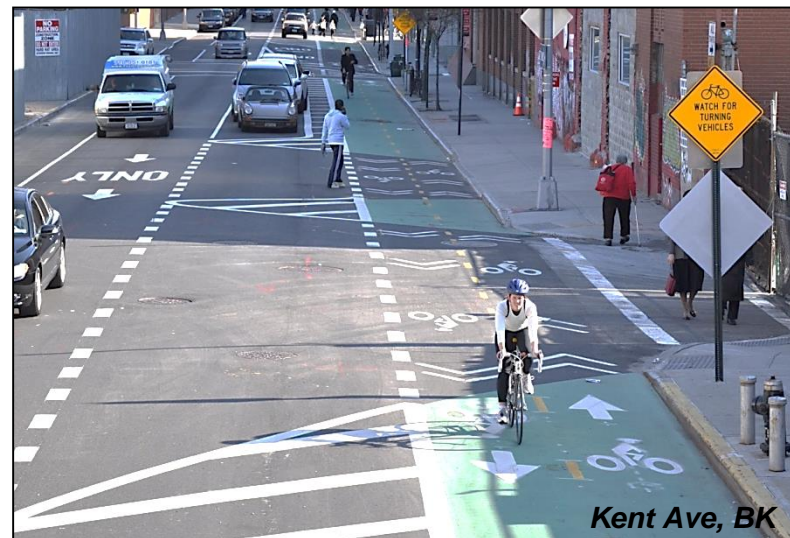
Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries

-21% drop in pedestrian injuries

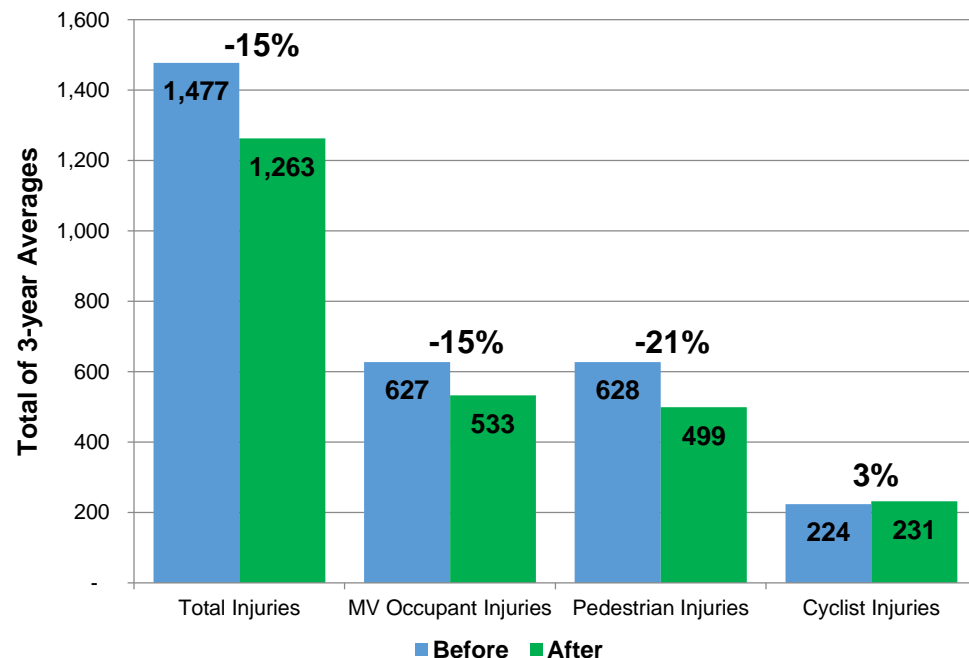
on streets where protected bike lanes were installed 2007-2017

*Injuries to cyclists increase only 3%,
despite a 61% bike volume increase*



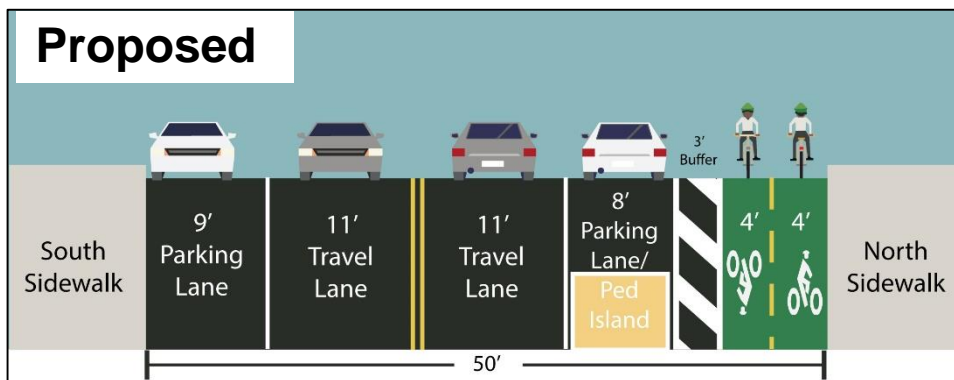
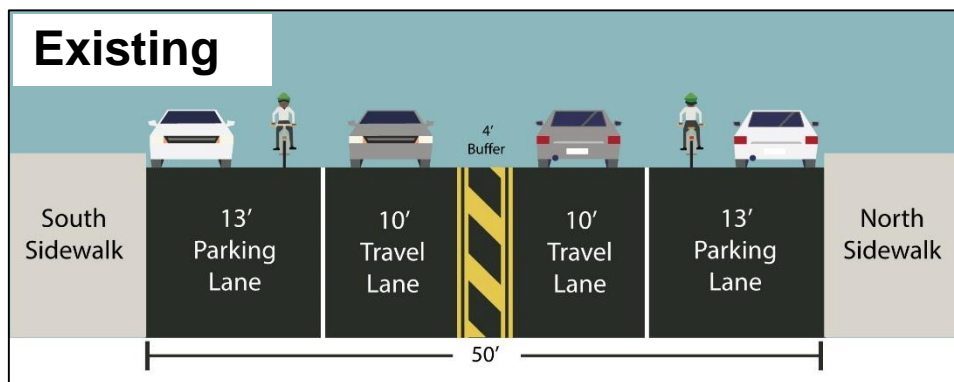
Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



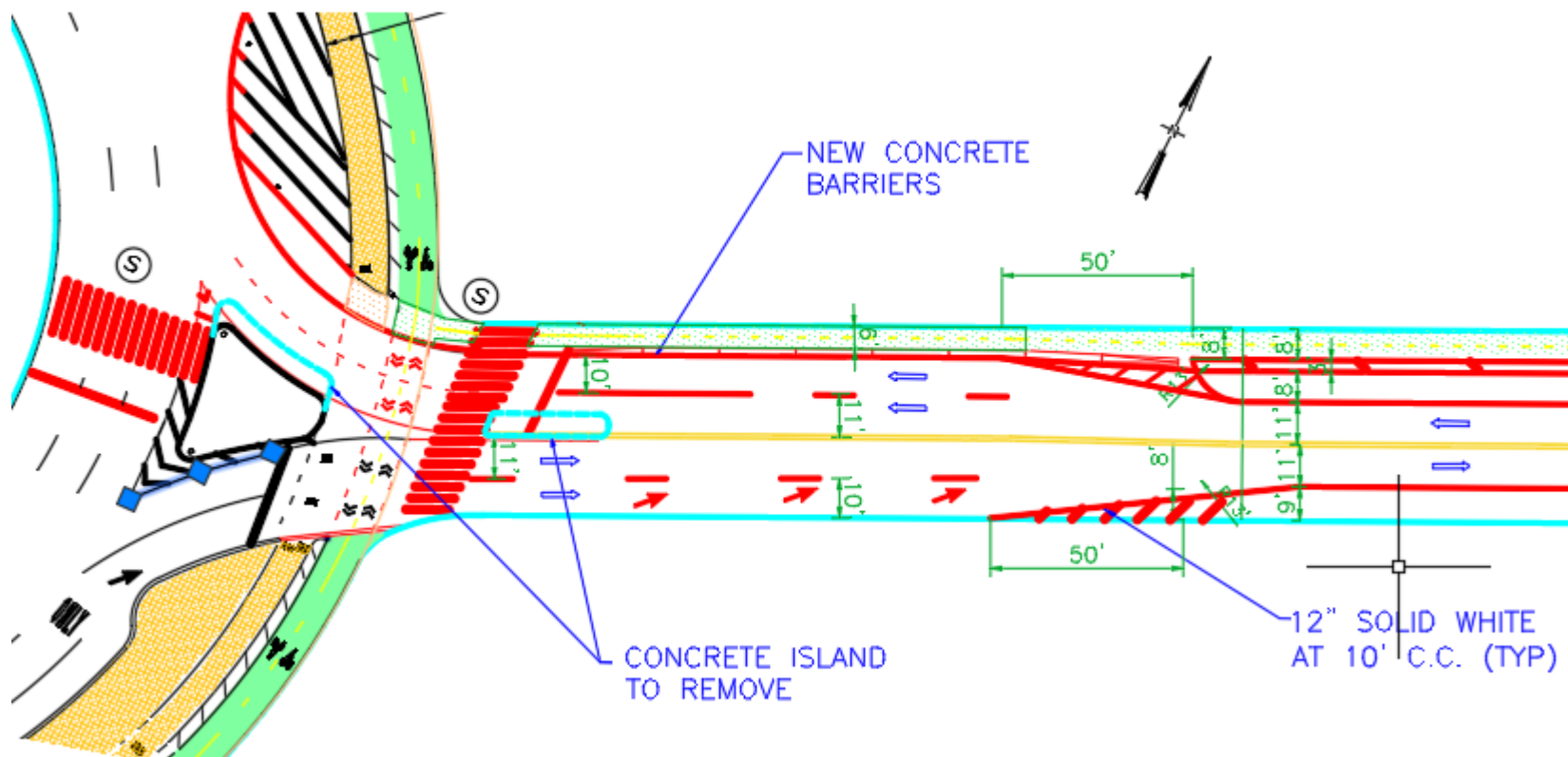
Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.
Source: NYPD AIS/TAMS Crash Database

Proposed Design Typical



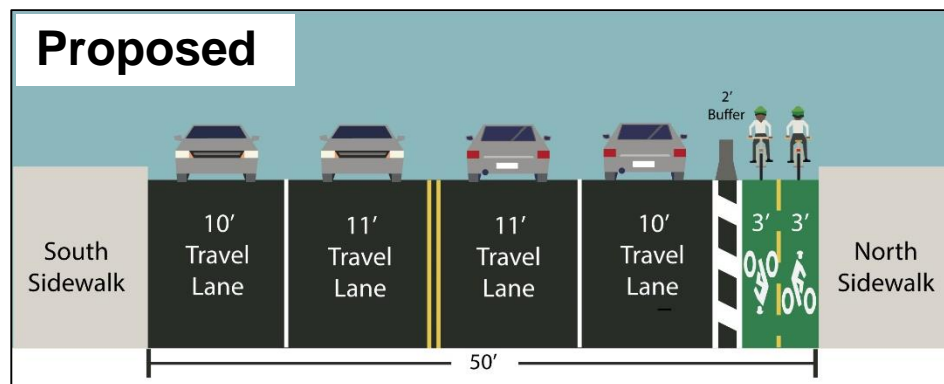
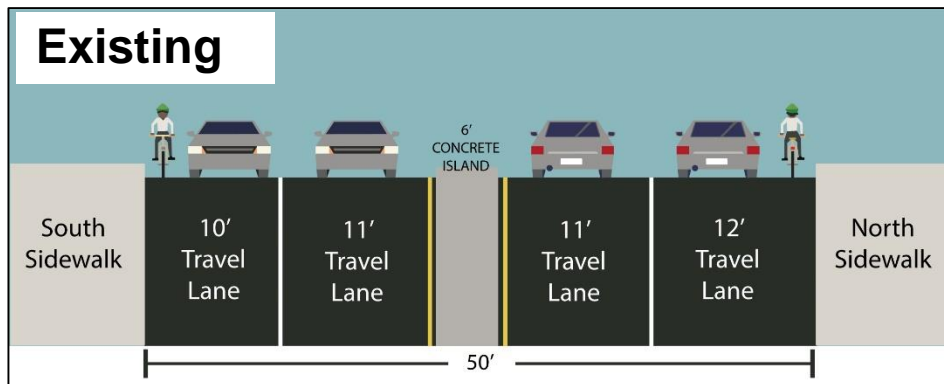
- Narrower roadway discourages off-peak speeding
- Parking lane keeps bike lane clear of parked vehicles
- Shortens pedestrian crossing distances from 50' to 31'

Proposed Design Parkside Ave at Park Circle



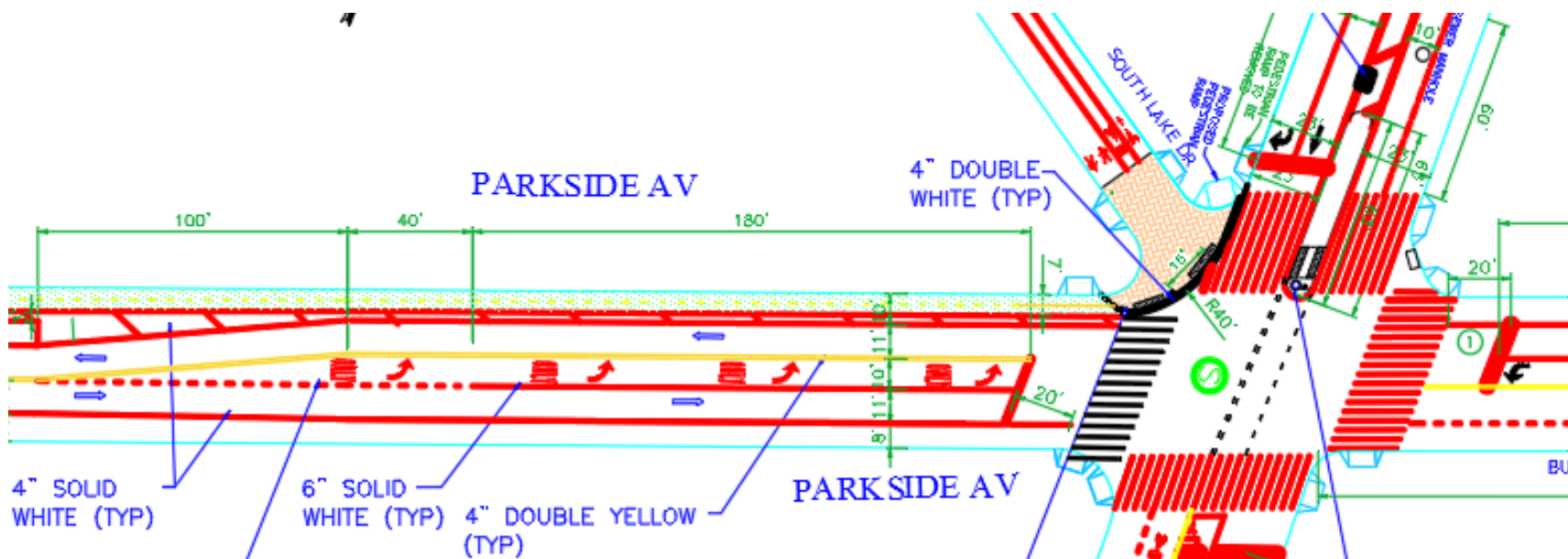
- Concrete island removed but pedestrian risk exposure is reduced due to shortened distance from curb to concrete barrier
- Traffic capacity is retained

Proposed Design Parkside Ave at Park Circle



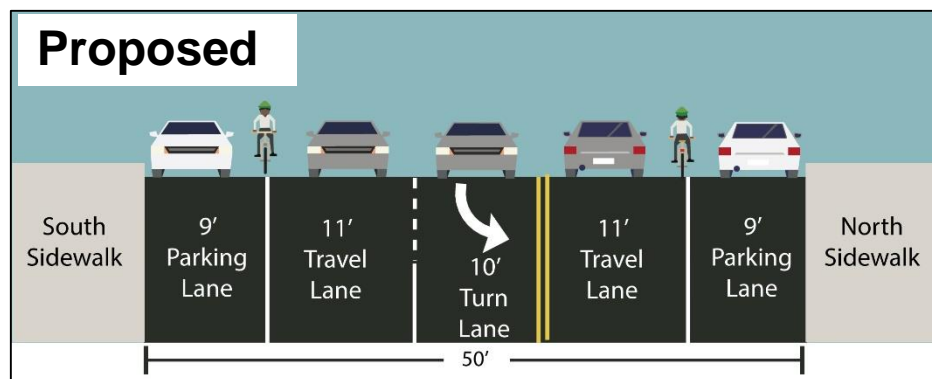
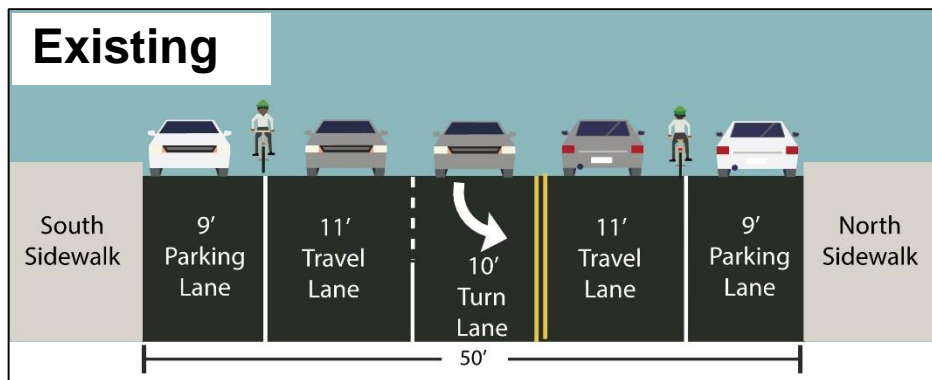
- Parkside will continue to have two moving lanes in each direction
- Two-way bike lane protected with concrete barrier
- Pedestrian island removed to accommodate bike lane

Proposed Design Parkside Ave at Ocean Ave



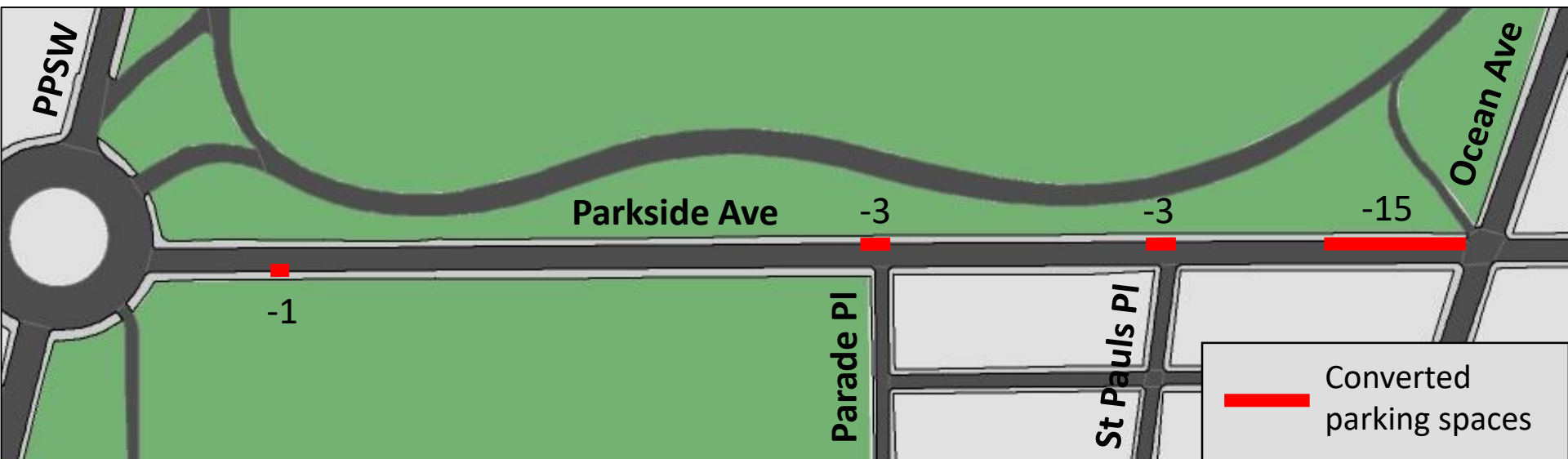
- Traffic capacity is retained
- Bike lane will provide access to Prospect Park and future Ocean Ave bicycle facilities

Proposed Design Parkside Ave at Ocean Ave



- Parkside will continue to have one through lane and one left turn lane in each direction
- Parking is removed on north curb

Proposed Design Parking Changes



- Safety improvements require conversion of 22 spaces to “No Standing Anytime” between Park Circle and Ocean Ave

Parkside Ave Parking Changes	
Street Block	Approx. # of Spaces
Park Circle – Parade Pl	-2
Parade Pl – St Pauls Pl	-3
St Pauls Pl – Ocean Ave	-16

Summary Project Benefits

- Improves access to and around Prospect Park by extending the protected bike lane network
- Increases pedestrian safety by daylighting intersections and shortening crossing distances
- Discourages speeding by narrowing roadway
- Protects bicycle lane from double parking
- Maintains traffic capacity

