



# SHORE PARKWAY GREENWAY CONNECTOR

Presentation to Brooklyn Community Board 11

April 2019



# PRESENTATION OVERVIEW

1. Background
2. Proposal
3. Making It Work
4. Summary



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Background

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# SHORE PARKWAY GREENWAY



## % Residents who biked in past year:

Source: 2014 NYC Community Health Survey

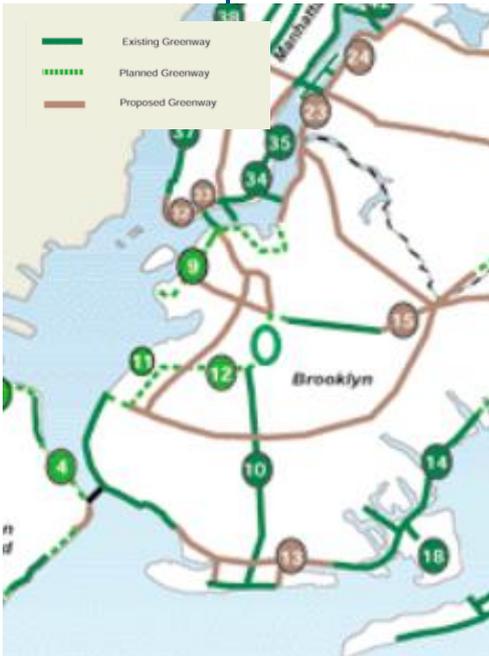
Bensonhurst and Bay Ridge – 27%

Sheepshead Bay and Coney Island – 17%

# SHORE PARKWAY GREENWAY LONG TERM PLANNING

## Greenway Plan for NYC

NYC Dept of City Planning, 1993



### Schematic Greenway Plan

- Proposed Greenway along Shore Parkway, Coney Ave

## Shore Parkway Greenway Connector Master Plan

NYC Dept of City Planning, 2003

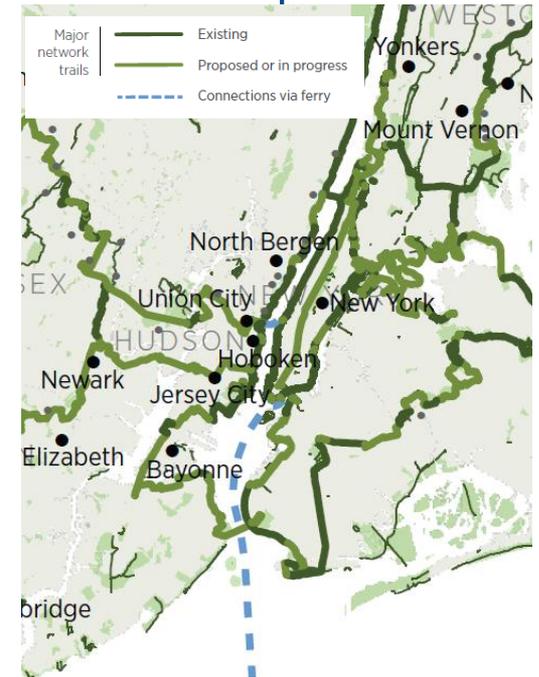


### Proposed Route: Shore Pkwy

- Recommendations for bicycle connections to close gaps between Shore Parkway Greenway segments

## Fourth Regional Plan

Regional Planning Association, 2017



### Create a Tri-state Trail Network

- More than 1,620 miles of biking, hiking, and walking trails would put more than 8 million residents within a half-mile of a trail, increasing access by 25%.

# SHORE PARKWAY DESTINATIONS



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Proposal

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# PROJECT LOCATION & GOALS

**Creates new bike network connection, closes gap between greenway and parks**

**Extends greenway experience to increase cyclist safety and comfort**

**Connects neighborhoods to parks, recreation, waterfront destinations:**

- Shore Parkway Greenway
- Bensonhurst Park
- Calvert Vaux Park
- Six Diamonds Park



## EXISTING CONDITIONS & ISSUES

Commercial, recreational, & industrial corridor, actively used by vehicles, pedestrians and cyclists

- **No dedicated space for cyclists** – signed route – 193 cyclists counted in a 12 hour period
- **Off-peak speeding** – 57% of vehicles speeding above 30 MPH
- **Cyclists typically ride on the sidewalk, especially in northbound direction**



Shore Parkway, facing north



Shore Parkway,  
facing south



Shore Parkway

# PARKING PROTECTED TWO-WAY BICYCLE LANE

## Benefits

### Reduces conflicts, increases safety

- **Separates bikes** from moving vehicles
- Design **calms traffic** with standard width travel lane
- Increases **predictability** of cyclist location for drivers and pedestrians

### Creates new neighborhood amenity

- **Extends greenway** experience into neighborhood
- Provides **comfortable** space for cyclists of varied ages and experience levels
- Encourages **physical activity** – recreational bike rides, walking, jogging



# Safety – Complete Street Redesign

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*

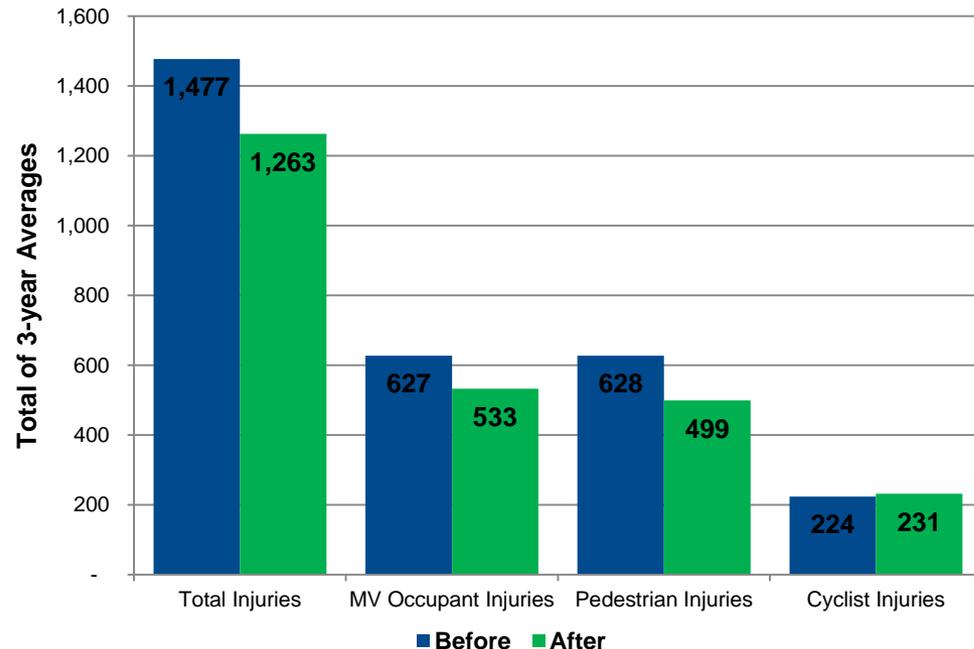


Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow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

Source: NYPD AIS/TAMS Crash Database

## Protected Bike Lanes

*Before and After Crash Data, 2007 - 2017*



# PROJECT LOCATION

## Overview

### Project Segments

- ① Shore Pkwy: Bay Pkwy to Belt Pkwy on-ramp
- ② Shore Pkwy: On-ramp to Calvert Vaux Park / Bay 48 St
- ③ Shore Pkwy: Calvert Vaux Park / Bay 48 St to Bay 52 St
- ④ Bay 52 St & Bay 53 St Pair

### Project Goals

- Close gaps in bicycle network
- Extend greenway
- Improve access to parks
- Improve safety for all road users



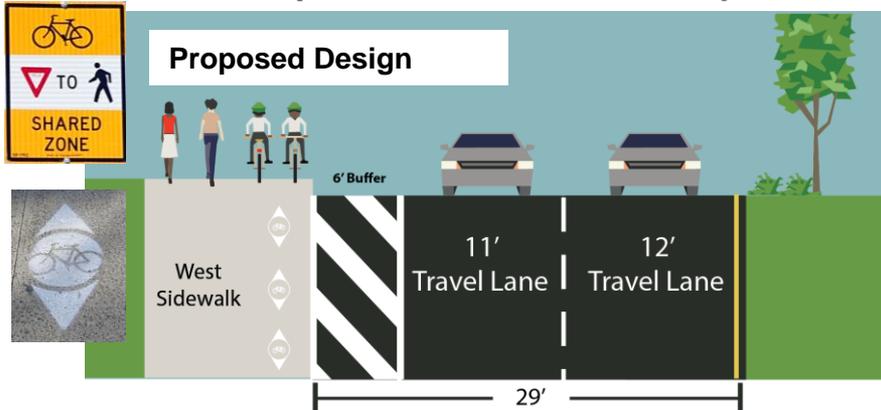
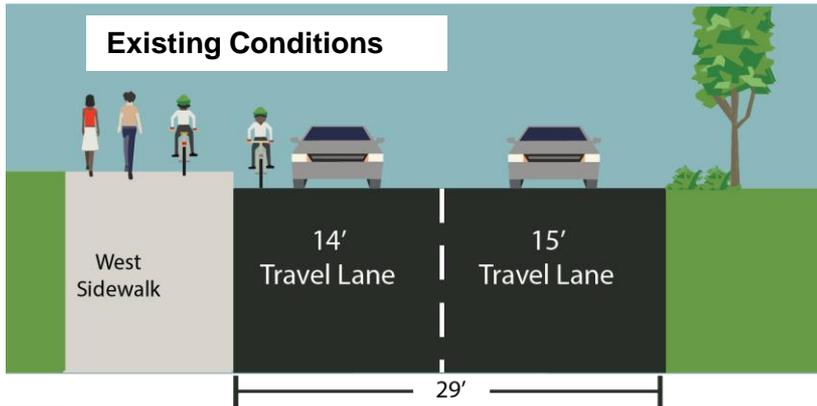
# ① SHORE PARKWAY: Bay Pkwy – Belt Pkwy On-Ramp

## Shared Zone – Path Connection & Wayfinding

- Short segment connect cyclists between Greenway and wider two-way path
- Bicycle sidewalk stamps consolidate cyclists location
- Signage indicates cyclists must yield to pedestrians
- Buffer for alignment, accommodates turns from Bay Pkwy

**LEGEND**

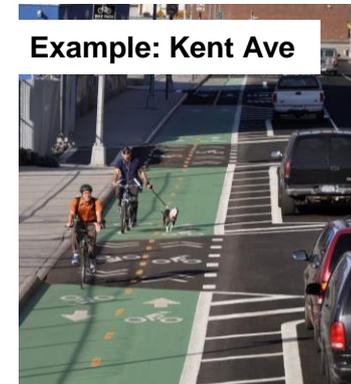
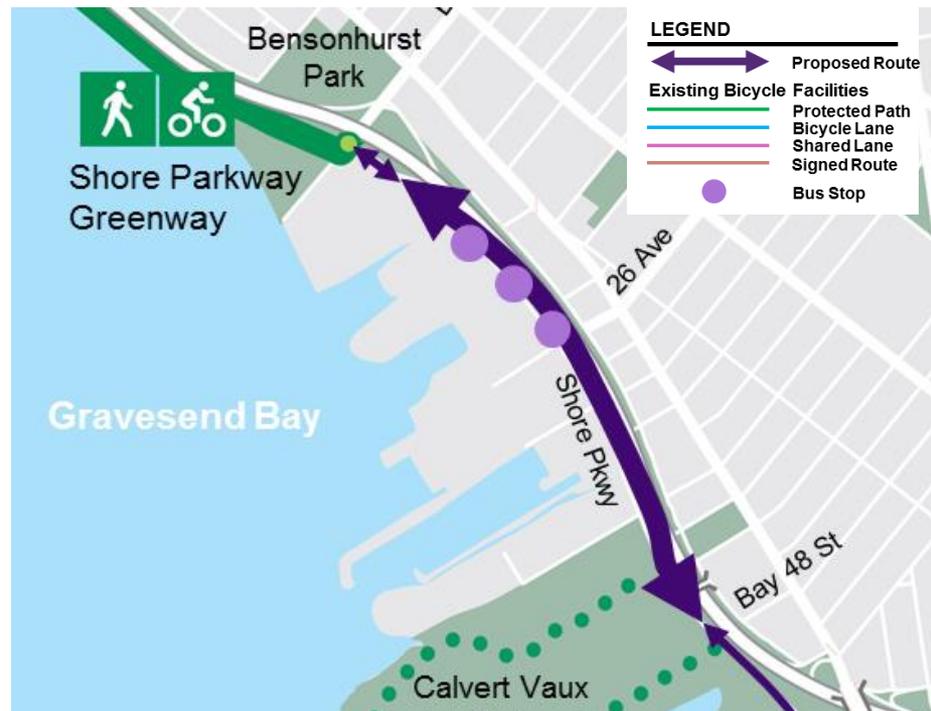
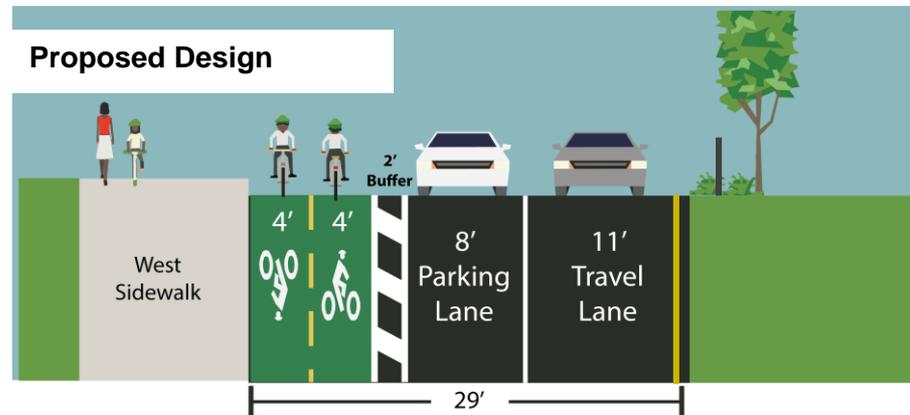
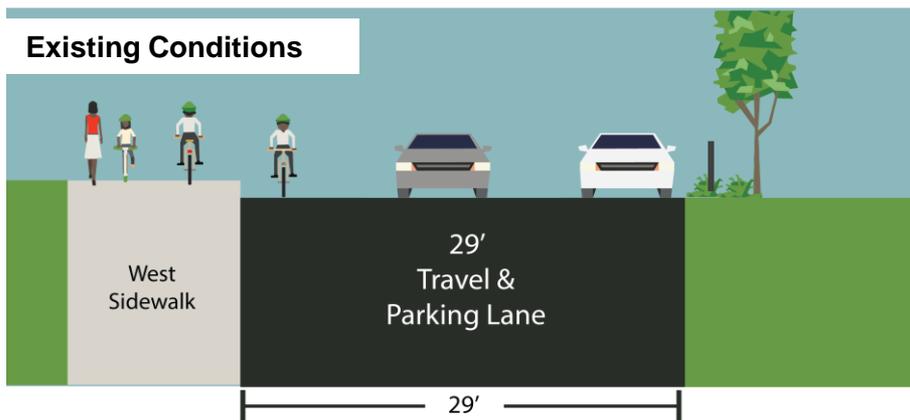
- Proposed Route
- Existing Bicycle Facilities
- Protected Path
- Bicycle Lane
- Shared Lane
- Signed Route



## ② SHORE PARKWAY: Belt Pkwy On-ramp – Calvert Vaux Park (Bay 48 St)

### Parking Protected Two-way Bike Lane

- Separate cyclists from pedestrians and vehicles
- Cyclists protected by parked cars
- Maintain all travel lanes and capacity for turns
- Formalizes parking near Calvert Vaux Park



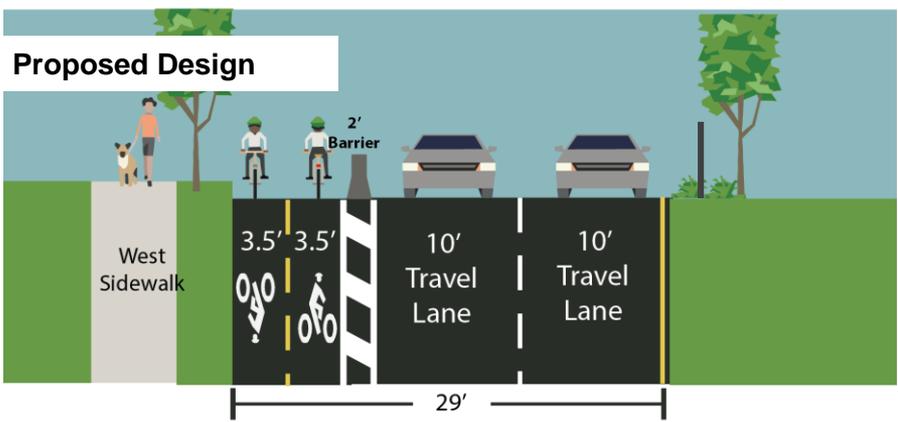
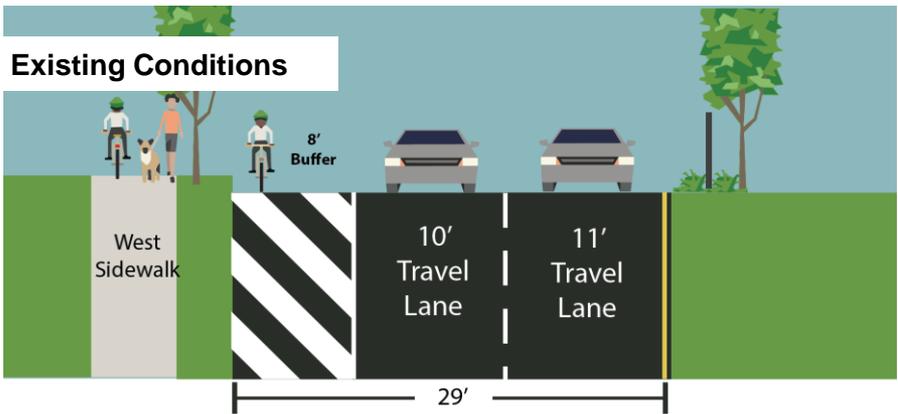
# ③ SHORE PARKWAY: Calvert Vaux Park – Bay 52<sup>nd</sup> St

## Barrier-Protected Two-way Bike Lane

- Separate cyclists from pedestrians and vehicles
- Bicycle stamps on sidewalk from B 52 St – B 53 St

**LEGEND**

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

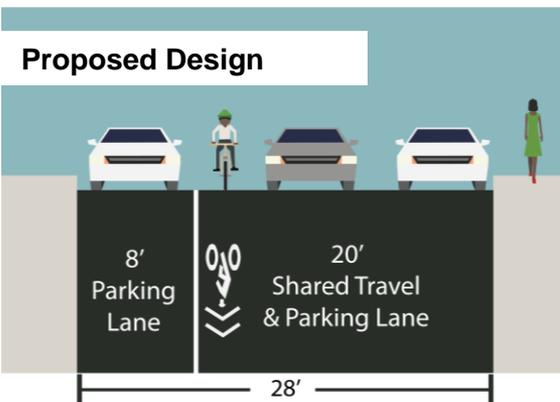
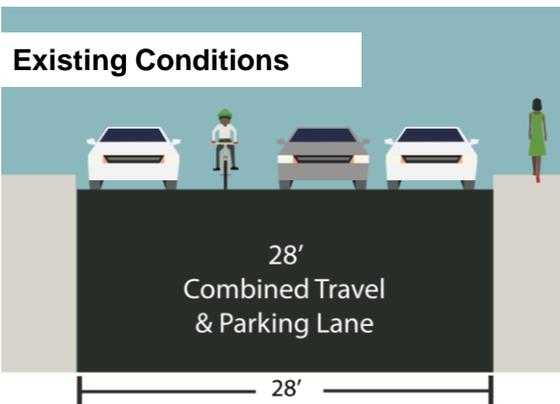


# ④ PATH CONNECTION: Bay 52<sup>nd</sup> & Bay 53<sup>rd</sup> St

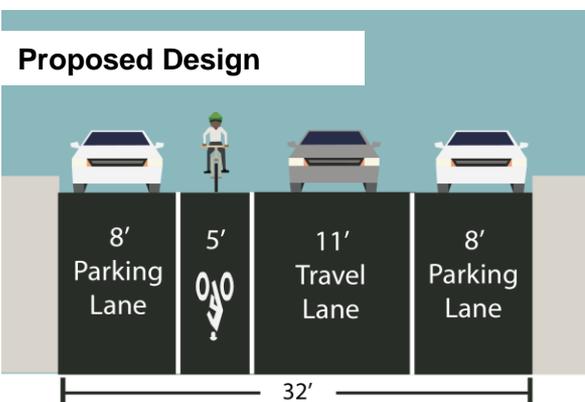
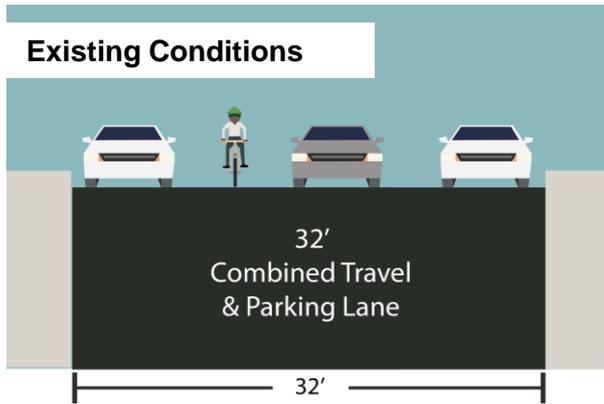
## Standard and Shared Bicycle Lanes

- Wayfinding to guide cyclists between Shore Parkway path and neighborhood
- Maintain all travel lanes and parking spaces

### Bay 52<sup>nd</sup> St: Shore Pkwy – Cropsey Ave



### Bay 53<sup>rd</sup> St: Shore Pkwy – Cropsey Ave



**LEGEND**

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



## ④ PATH CONNECTION: Bay 52<sup>nd</sup> & Bay 53<sup>rd</sup> St

### Standard and Shared Bicycle Lanes

- Complex street network with limited access points
-  Investigating new pedestrian crossing and pedestrian ramps at Bay 52<sup>nd</sup> St & W 22<sup>nd</sup> St



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Making It Work

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# LOADING AND CURB ACCESS

## Driveways

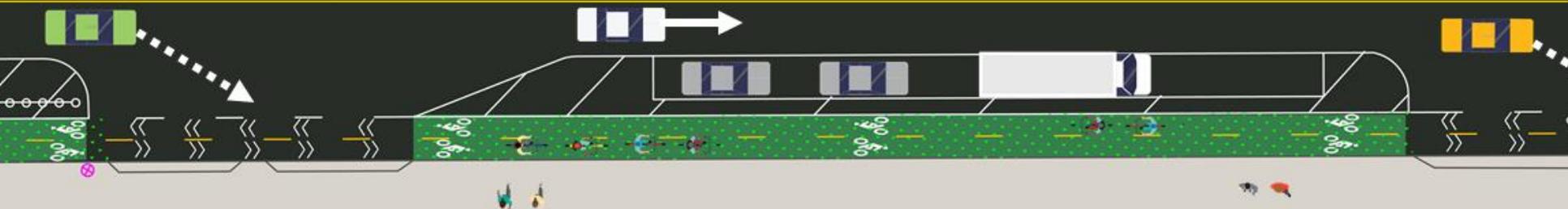
- Driveway access is maintained and indicated with markings

## Curb Access

- Design preserves loading and access along the west side of the street where there is commercial activity

## Curb Management Tools

- Potential for loading zones, parking regulation changes for pickup/drop-off, metering



# BUS STOP INTERACTION WITH BICYCLES

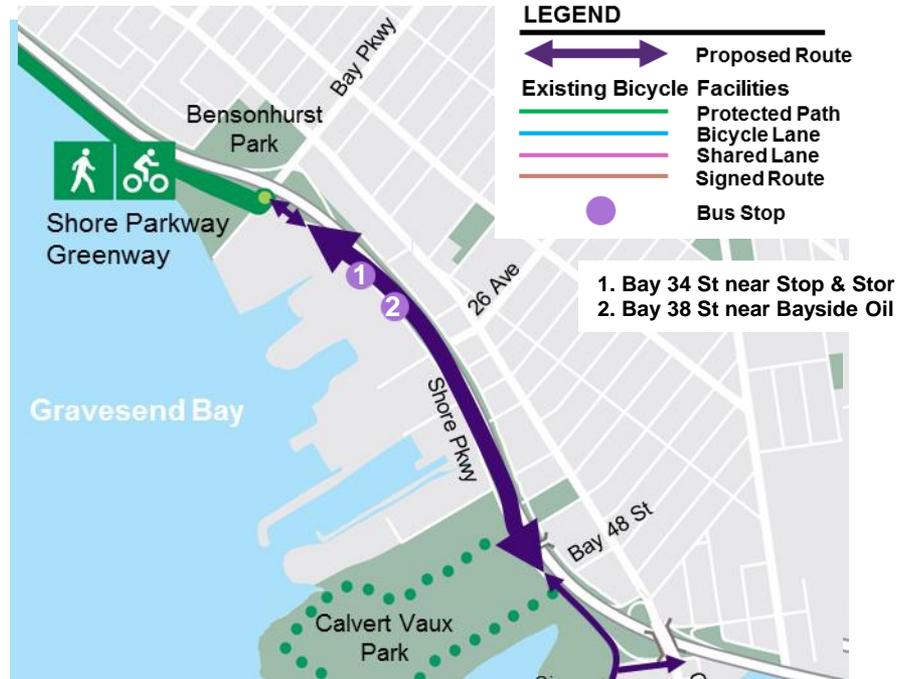
## Bus Frequency

- B6 and B6 LTD buses arrive every 7 to 12 minutes
- Ridership is low, with 11-34 riders using the bus stops each day
- 26 Ave bus stop to be consolidated

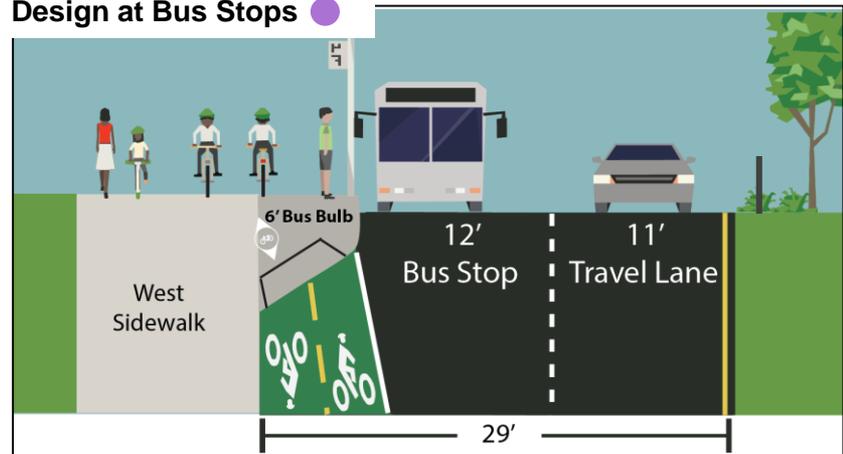
## Bus Boarding Space

- Parking lane transitions into bus stop lane
- Bus pulls out of travel lane to pick up passengers so travel lane is not blocked
- Shared space connected to the sidewalk, where bicycles yield to pedestrians boarding the bus

Example



Design at Bus Stops



# PARKING CHANGES

Existing design: 115 spaces  
Proposed design: approx. 91 spaces  
Proposed change: -24 spaces

- Approximately 61 new spaces closer to curb/sidewalk
- 35 formalized parking spaces south of 26 Ave
- Extensive off-street parking available for many businesses



Off-street parking totals are approximate

**Existing Parking:** —  
• South Curb: 34 spaces  
• North Curb: 81 spaces

**Proposed Parking:** —  
• South Curb: Approximately 91 spaces  
• North Curb: 0 spaces

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Summary

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# Improved Bike Safety and Access to Shore Parkway Greenway

## Project Benefits

- Create new two-way protected bicycle lane to extend greenway
- Improve access to recreational and waterfront destinations
- Reduce conflicts between bicycles, pedestrians, vehicles



# THANK YOU!

## Questions?



NYCDOT



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