SHORE PARKWAY GREENWAY CONNECTOR

Presentation to Brooklyn Community Board 13

May 22, 2019

VISION ZERO
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NEW YORK CITY DOT

PRESENTATION OVERVIEW

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

Background

1

SHORE PARKWAY GREENWAY

% Residents who biked in past year:

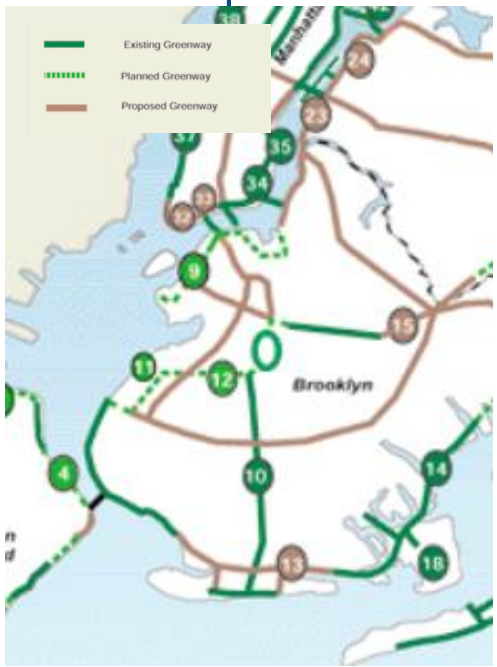
Source: 2014 NYC Community Health Survey

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

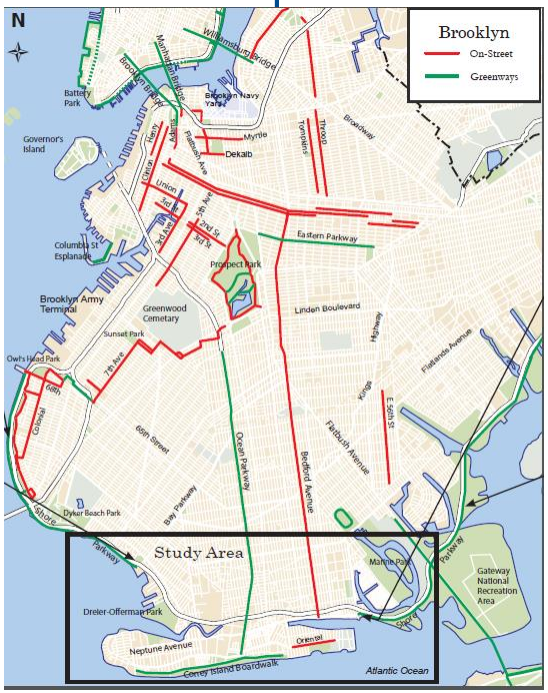


Schematic Greenway Plan

- *Proposed Greenway along Shore Parkway, Cropsey Ave*

Shore Parkway Greenway Connector Master Plan

NYC Dept of City Planning, 2003

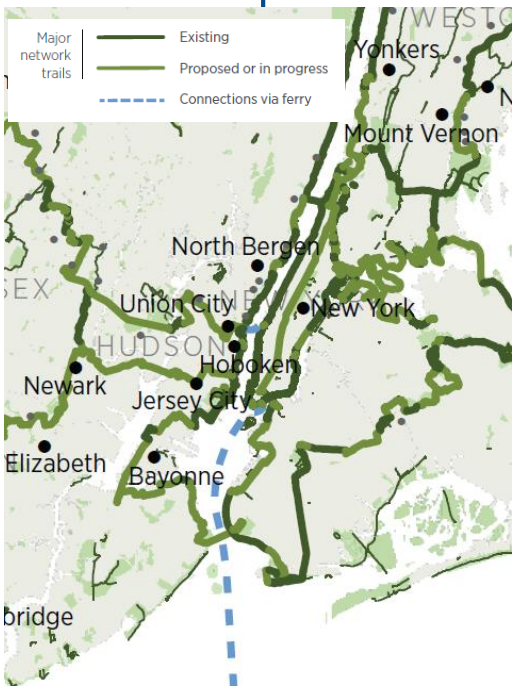


Proposed Route: Shore Pkwy

- *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

Connection to **4.5 miles of recreational path** for biking and jogging

Provides access to parks, beaches, waterfront

Extend greenway experience to increase cyclist safety and comfort

Increase bike access to parks, recreation, waterfront destinations

Proposal

2

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

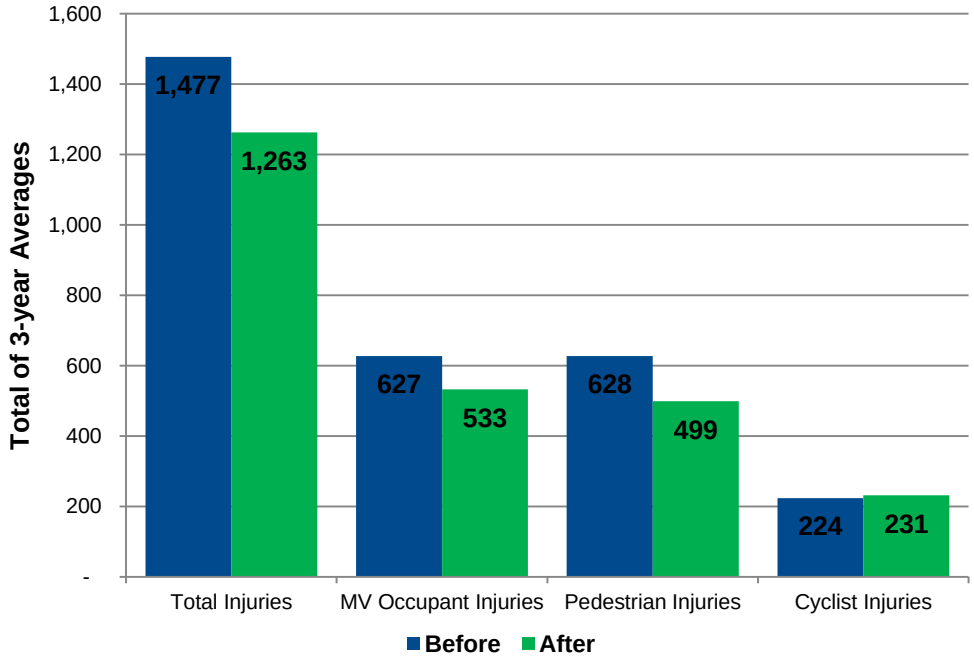
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

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

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

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

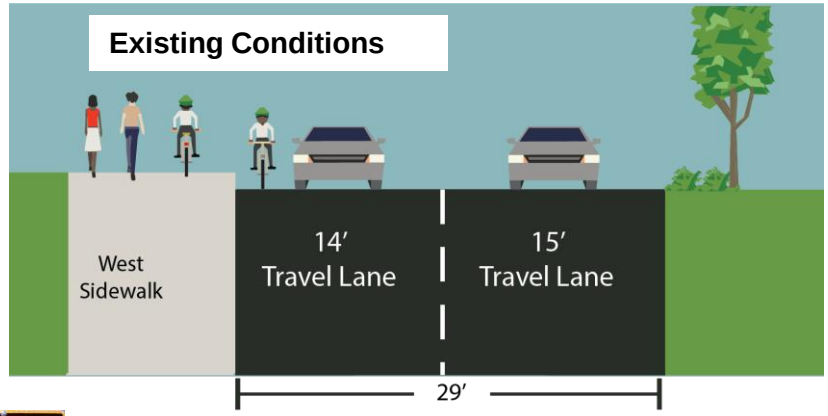
Project Goals

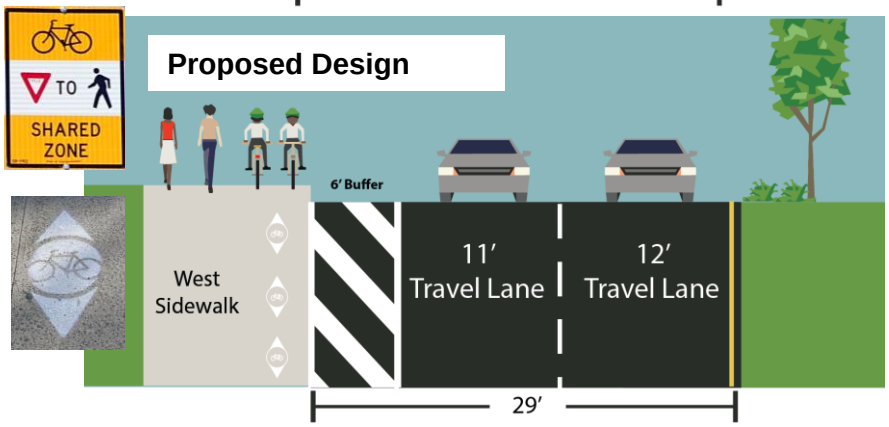
- Close gaps in bicycle network
- Extend greenway
- Improve access to parks
- Improve safety for all road users

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

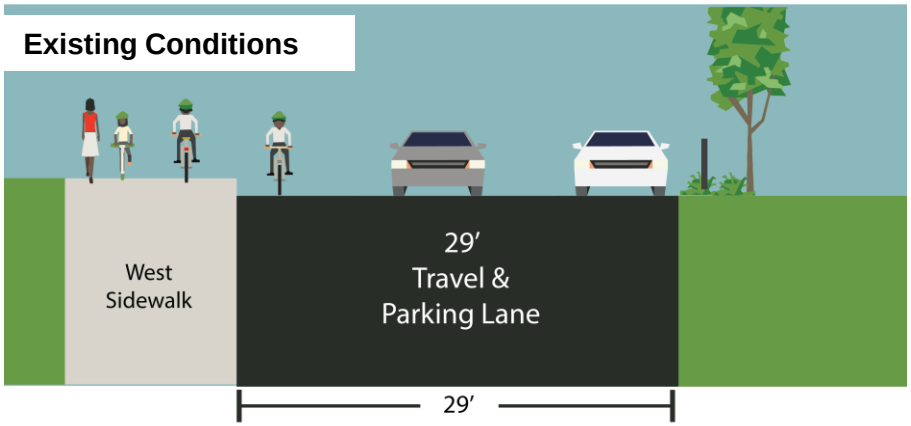


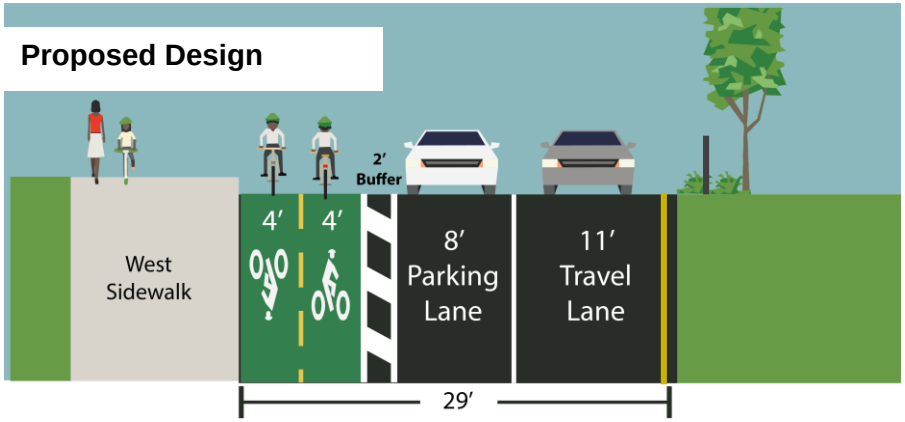


② SHORE PARKWAY: Belt Pkwy On-ramp – Calvert Vaux Park (Bay 48 St)

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

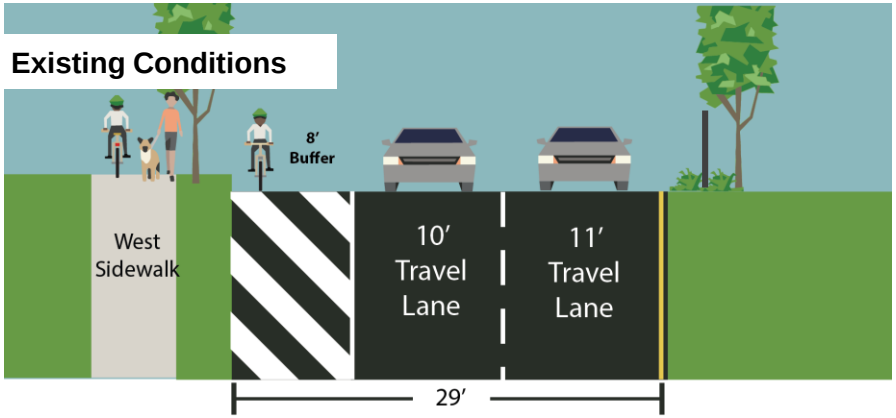


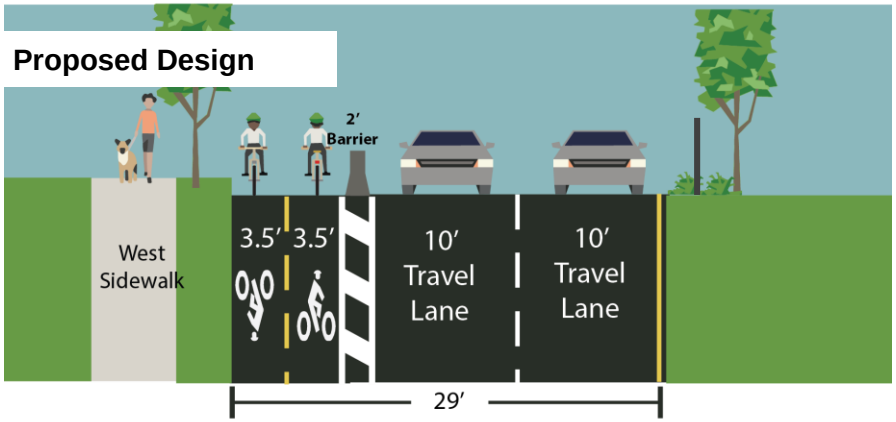


③ SHORE PARKWAY: Calvert Vaux Park – Bay 52nd St

Barrier-Protected Two-way Bike Lane

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

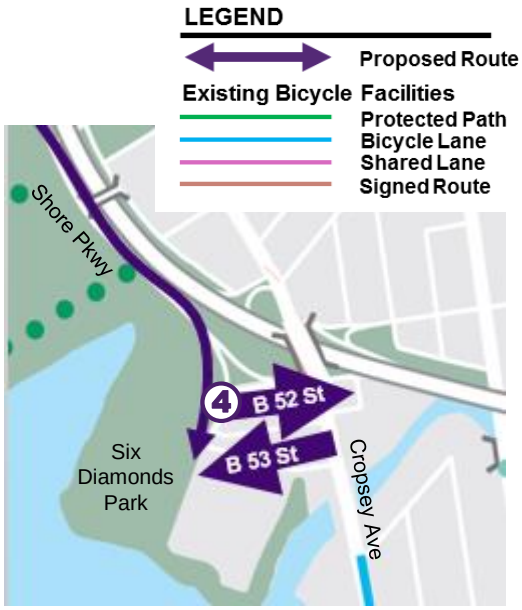




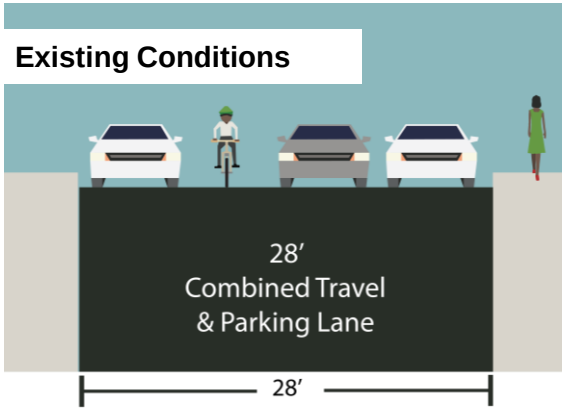
④ PATH CONNECTION: Bay 52nd & Bay 53rd St

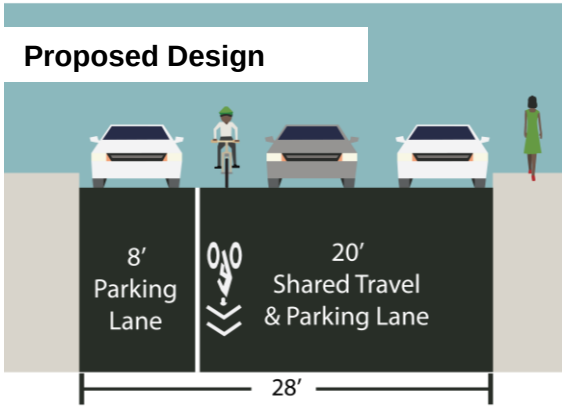
Standard and Shared Bicycle Lanes

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

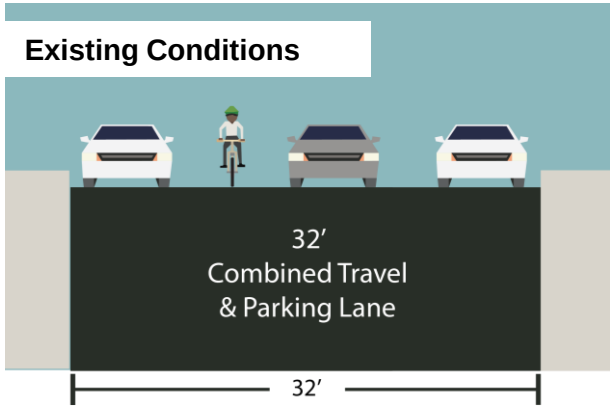


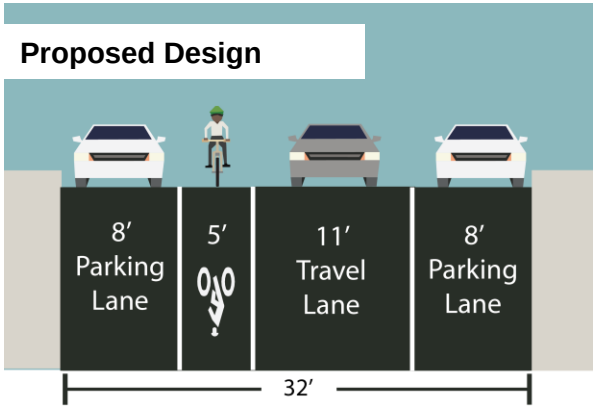
Bay 52nd St: Shore Pkwy – Cropsey Ave





Bay 53rd St: Shore Pkwy – Cropsey Ave





④ PATH CONNECTION: Bay 52nd & Bay 53rd St

Standard and Shared Bicycle Lanes

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

Making It Work

3

LOADING AND CURB ACCESS

Driveways

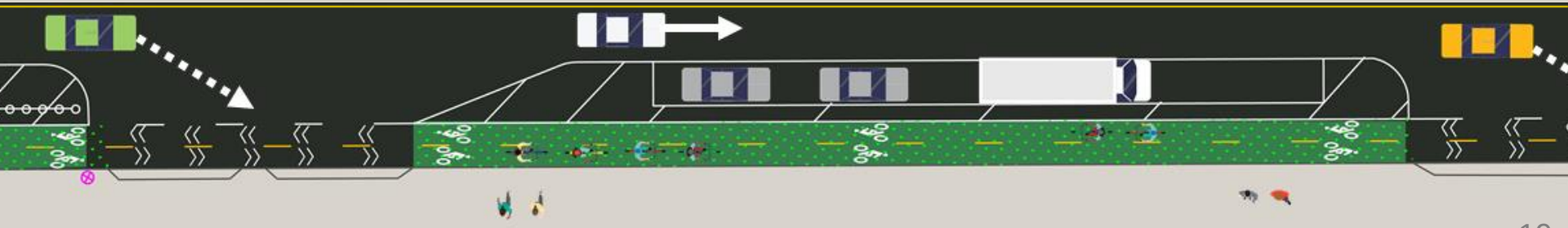
- Driveway access is maintained and indicated with markings

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



Sidewalk

BUS STOP INTERACTION WITH BICYCLES

Bus Frequency

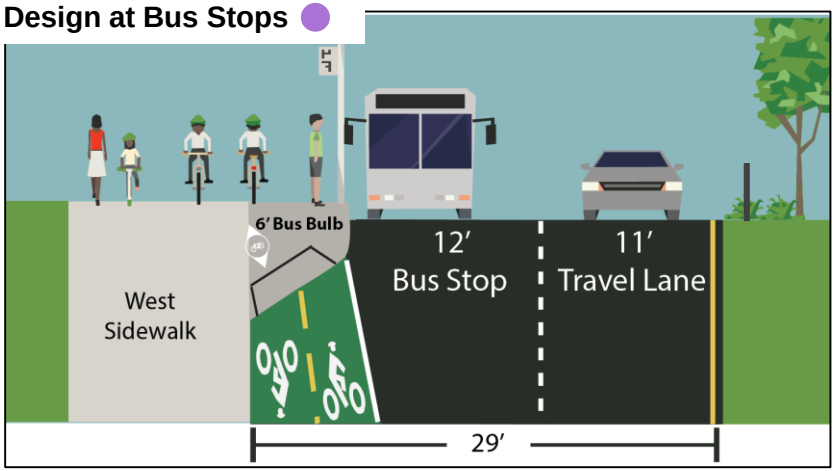
- B6 and B6 LTD buses arrive every 7 to 12 minutes
- Ridership is low, with 11-34 riders using the bus stops each day
- 26 Ave bus stop to be consolidated

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

Existing Parking:
- South Curb: 34 spaces
- North Curb: 81 spaces

Proposed Parking:
- South Curb: Approximately 91 spaces
- North Curb: 0 spaces

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?

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