



# THOMAS BOYLAND STREET

## Bike Safety Improvements

Presented to Brooklyn Community Board 16

June 14, 2018

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**Background**

**1**

## COMMUNITY BIKE NETWORK PLANNING

### Planning Workshops

2011 - 2014

- 7 Workshops at locations in Brownsville and East New York
- Resulted in comprehensive plan for Phase I bike network in CB 16 and CB 5

### Mobile Workshops

Summer and Fall 2016

- 6 Mobile Workshop Locations
- 122 Surveys



Mother Gaston Blvd, Brownsville

# PHASE 1 RESULTS – Bike Network Growth

## 2018 Bike Map

**28+ lane miles**  
of bike facilities installed  
in CB 5 and CB 16  
2013-2017

**600+ bike racks** installed in  
CB5 and CB 16

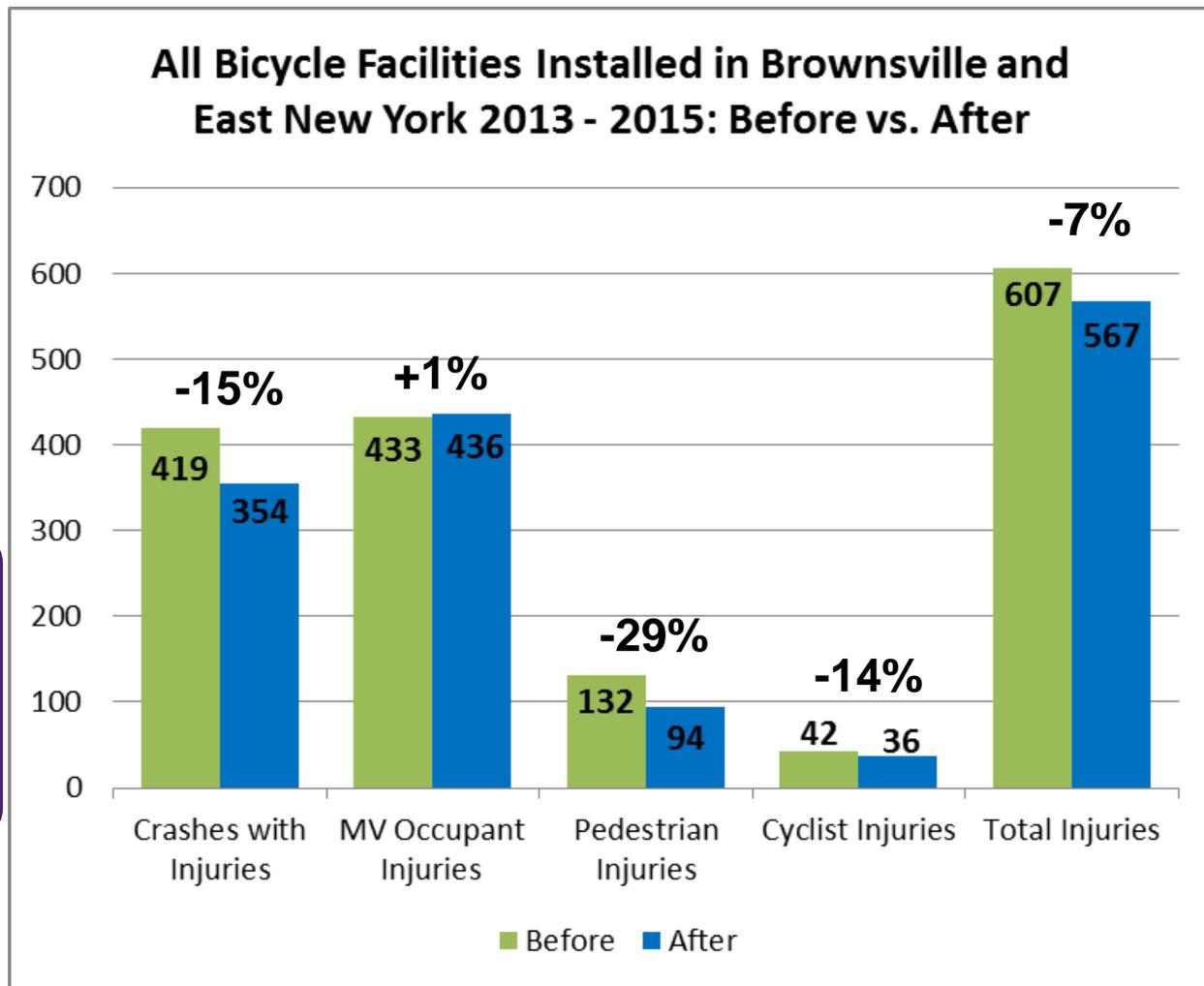


## PHASE 1 RESULTS – Safety Benefits

### Before vs After

**15%** reduction in crashes with injuries on streets where bike facilities were added

**48%** reduction in pedestrian injuries on Thomas Boyland St between Hegeman Ave and Pacific St specifically



Bicycle lane projects include the following: With three years of after data are Mother Gaston Blvd (Liberty-Linden), Pitkin Ave (Howard-Powell), Hendrix St (Liberty-New Lots), Schenck Ave (Liberty-New Lots), New Lots Ave (Hegeman-Dumont), Pennsylvania Ave (Linden-Seaview); with two years of after data are Van Siclen Ave (New Lots-Vandalia), Vandalia Ave (Van Siclen-Pennsylvania), Thomas Boyland St (Hegeman-Pacific), Saratoga Ave (East New York-Newport); with one year of after data are Pitkin Ave (Powell-Fountain), Blake Ave (Saratoga-Fountain), Dumont Ave (Snediker-Fountain). Source: NYPD AIS/TAMS Crash Database

## PROJECT AREA – Thomas Boyland St (Pacific St to Broadway)

### Bike Network

- Northbound Bike Lane ends at Pacific St
- No connection to Ocean Hill, J train station, or Bushwick

### Safety

- Vision Zero Priority Area
- Top 10% of corridors in Brooklyn for number of people killed or severely injured per mile

**Thomas Boyland St (Pacific St – Broadway), BK**  
Injury Summary, 2012-2016 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	24	4	1	5
Bicyclists	6	0	0	0
Motor Vehicle Occupant	124	2	0	2
<b>Total</b>	<b>154</b>	<b>6</b>	<b>0</b>	<b>7</b>

Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured. \* Includes fatalities from 2012-2018



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**Proposal**

**2**

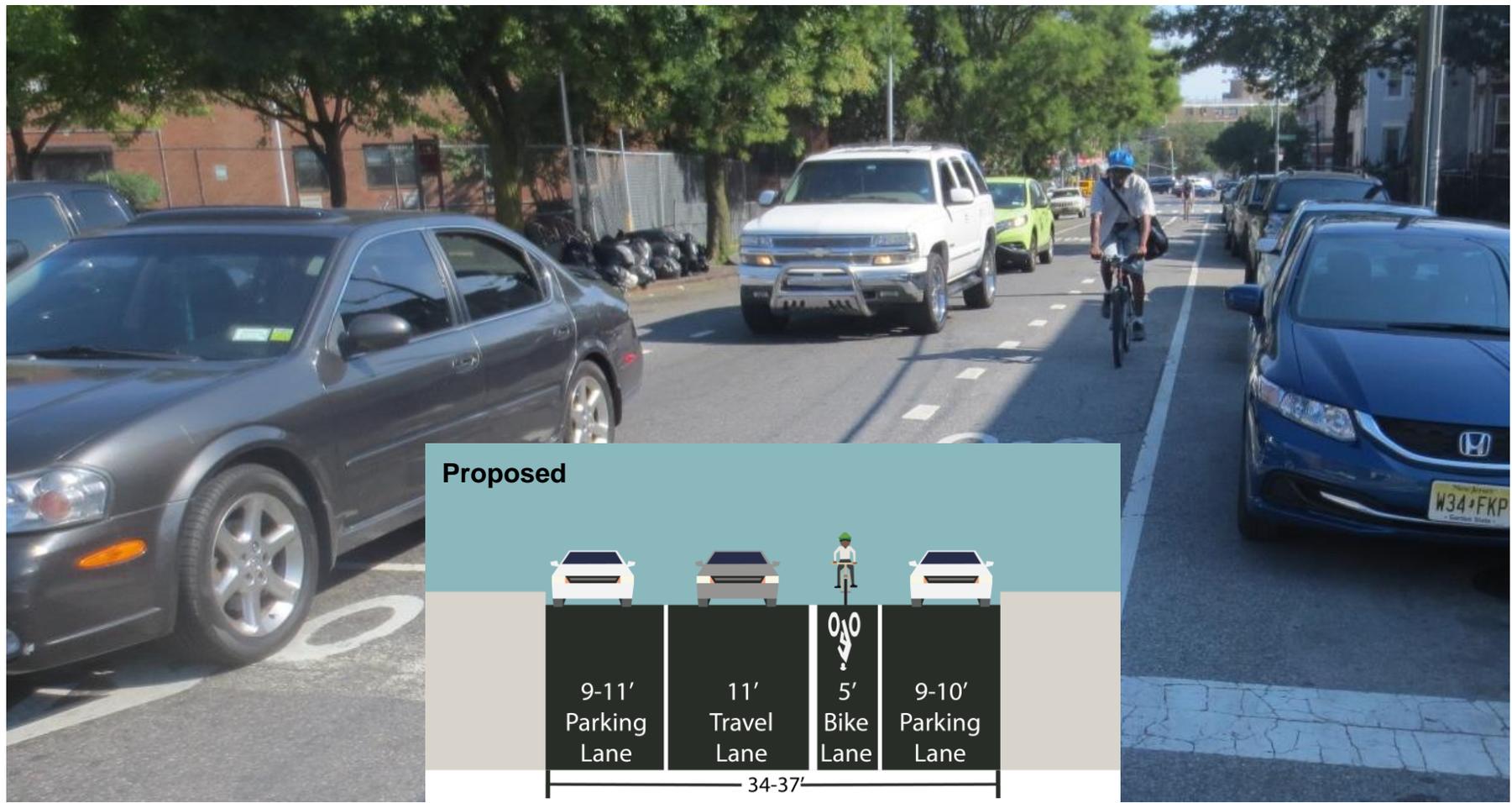
## THOMAS BOYLAND ST (PACIFIC ST TO BROADWAY) – Existing Conditions

- Wide street allows vehicles to weave and travel side by side
- No dedicated space for cyclists



## THOMAS BOYLAND ST (PACIFIC ST TO BROADWAY) – Proposed Design

- **Extend one-way bike lane** to provide dedicated space for bikes
- **Create standard width travel lane** to discourage speeding and unsafe driving
- Organize vehicle and bike traffic on the roadway
- Improve safety for all road users



## ADDITIONAL BICYCLE IMPROVEMENTS

*Majority of those surveyed in 2016 said*

- Neighborhood **bike infrastructure needs improvement (69%)**
- Want to see **new protected bike lanes and greenways (58%)**



## Potential Future Projects

### ① Protected Bike Lane Connection to Brownsville Recreation Center

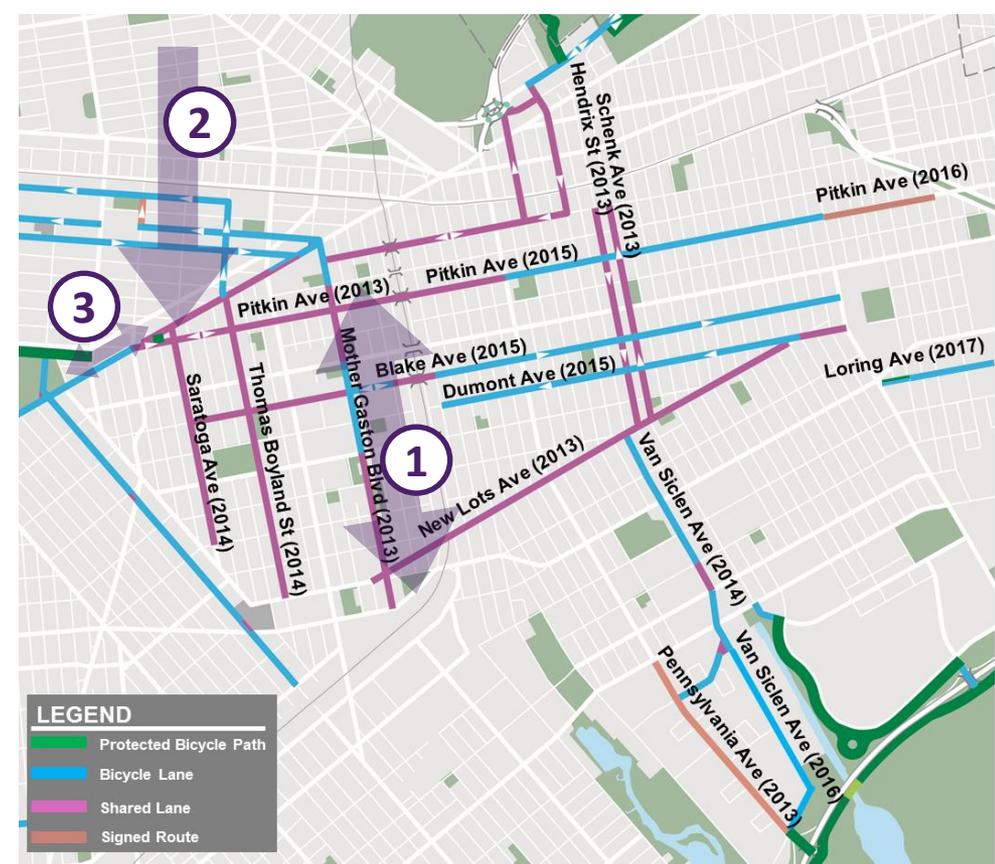
*Potential 2-way protected bike lane on Powell St, design in development*

### ② Southbound Bike Lane Pair to Thomas Boyland St

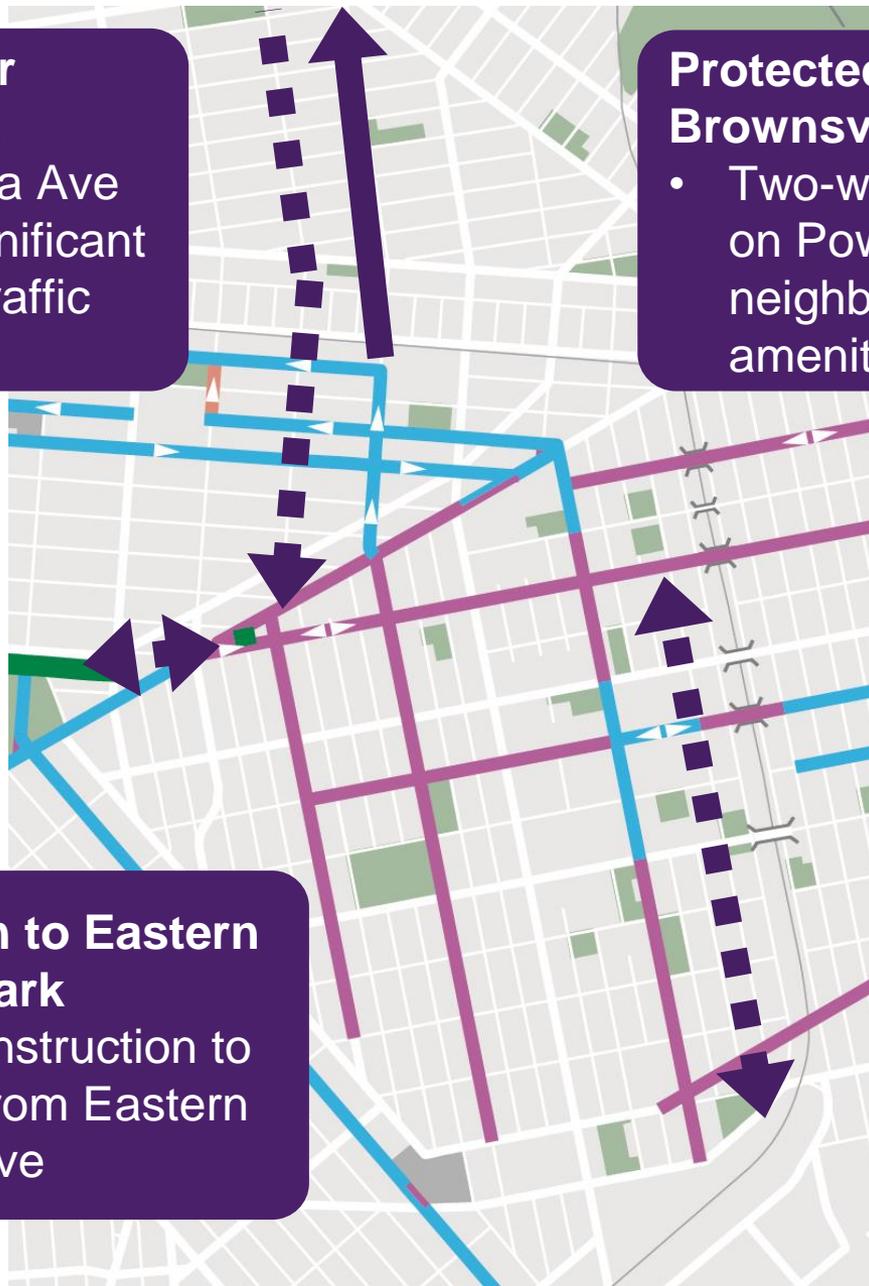
*Potential safety project on Saratoga Ave that includes bike lane*

### ③ Protected Bike Lane Connection to Eastern Parkway/Prospect Park

*Addresses priority identified by community, requires capital construction*



## FURTHER BICYCLE IMPROVEMENTS – Potential Projects



**Southbound Pair for Thomas Boyland St**

- A lane on Saratoga Ave would result in significant changes to local traffic patterns

**Protected lane connection to Brownsville Rec Center**

- Two-way protected bike lane on Powell Ave can connect neighborhood to a local amenity

**Protected connection to Eastern Parkway/ Prospect Park**

- Requires capital construction to create connection from Eastern Parkway to Pitkin Ave

# THANK YOU!

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## Questions?



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