Brooklyn Community Board 14

Bike Network Expansion - Update

November 6, 2024

Presentation Overview

1. Parade Ground Improvements – Update
2. 2023 Bike Network - Update
3. Potential Protected Bike Lanes
4. Summary & Next Steps

Parade Ground Improvements - Update

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Parade Ground Improvements

June 2023 Presentation

Updates

- Parkside Ave concrete and signal installation completed in December of 2023, markings were installed in early 2024
- Enhanced crosswalks on Parade Place installed 2024
- Caton Ave markings updated following repaving in 2024

Parkside Ave April 2024

Parade Place August 2024

Caton Ave September 2024

2023 Bike Network Update

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Safe Streets for Cycling

Protected Bike Lanes

- **34% reduction in risk of injury**
- On the highest-risk streets, cycling risk or injury is reduced by over 60%

Standard Bike Lanes

- **32% reduction in risk of injury**
- Improved safety on all study projects

Shared Lanes

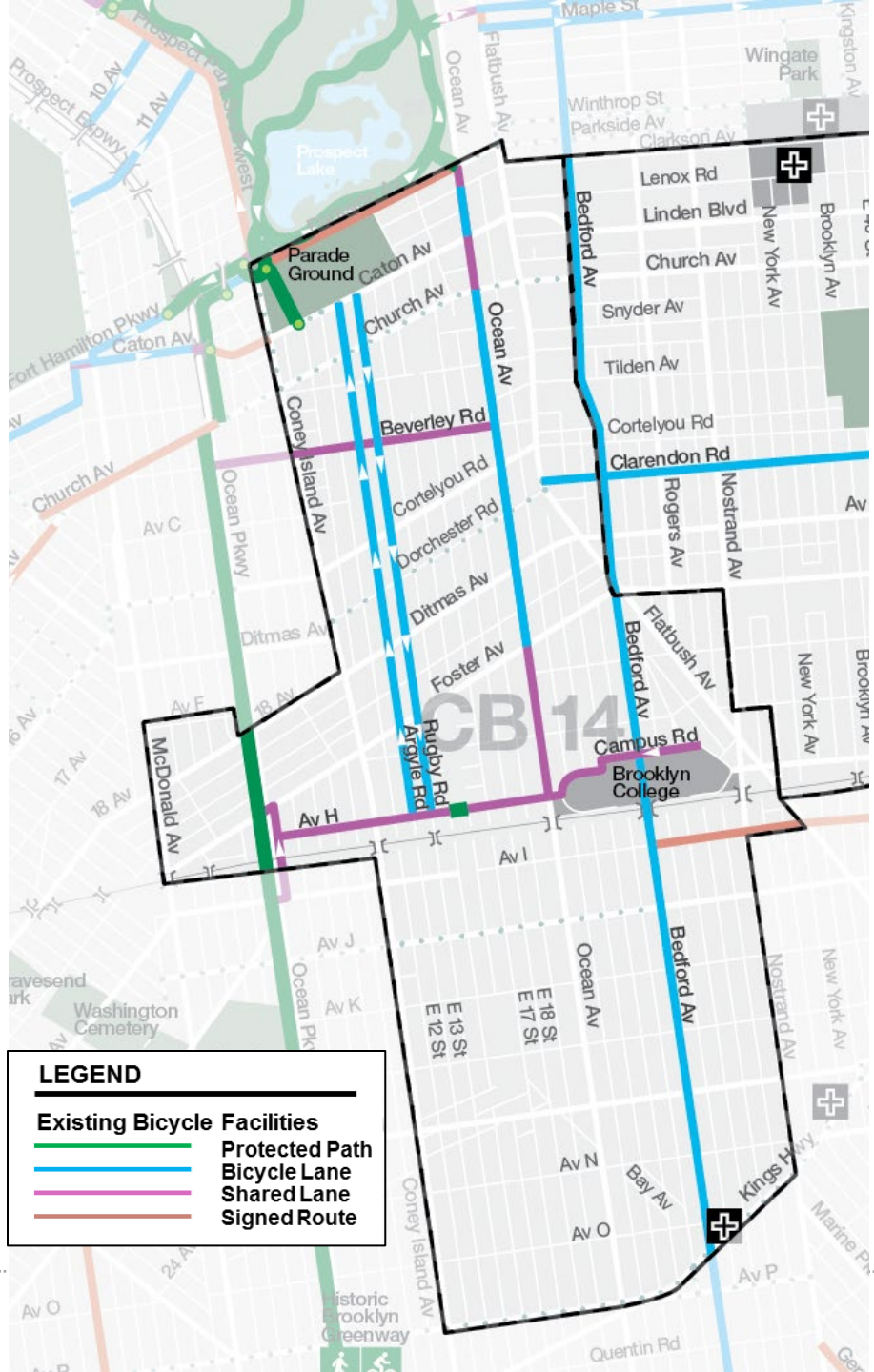
- **18% reduction in risk of injury** across all projects
- Limited use (wayfinding, as part of bike blvds, or on very narrow/low volume streets)*

**Source: Safe Streets for Cycling: How Street Design Affects Bicycle Safety and Ridership. October, 2021.*

Definition: risk: ~~injuries per bicyclists.~~

Existing Bike Network

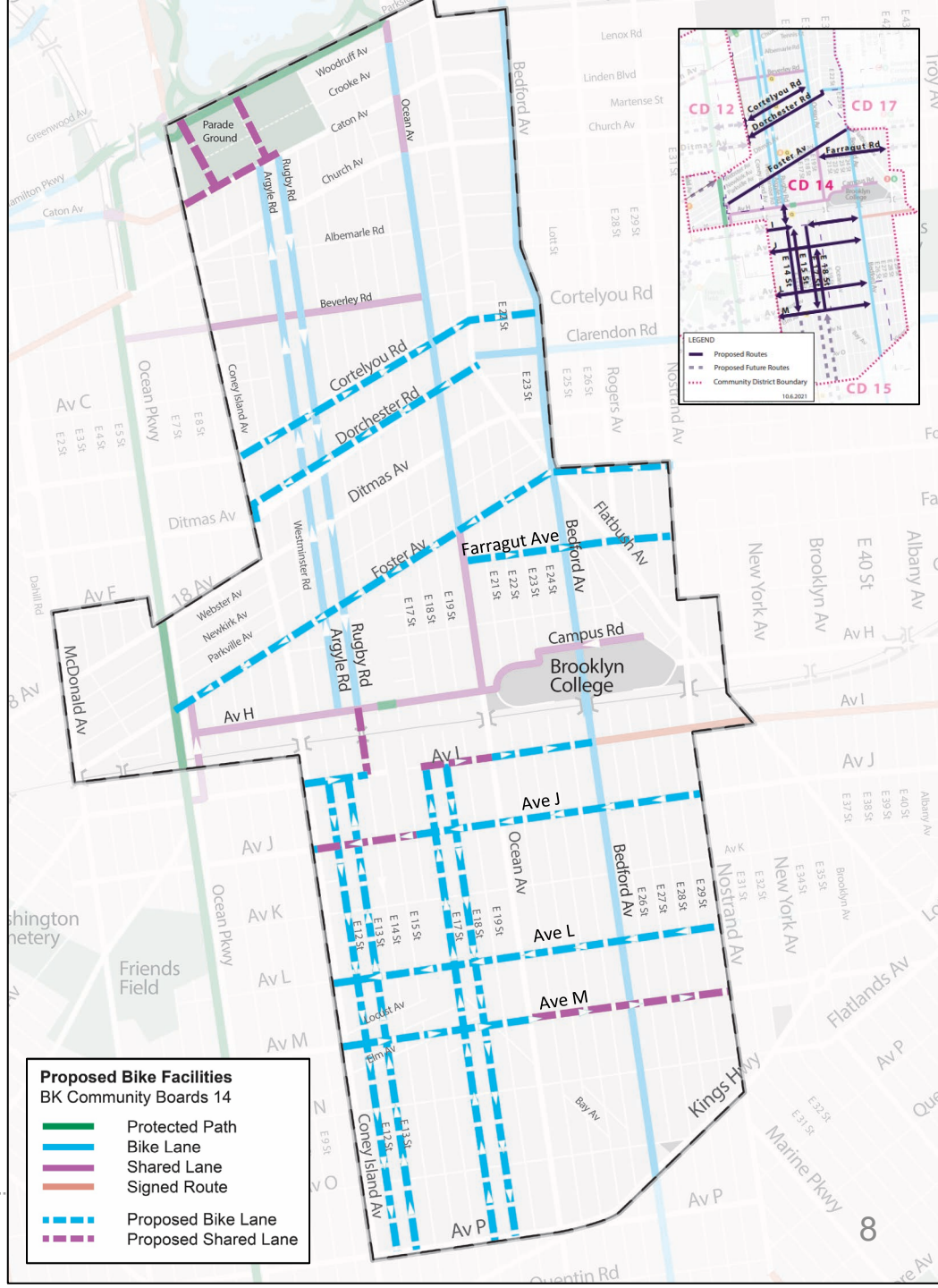
- Lack of bike lane network coverage in CB 14
- Closing gaps in bicycle network:
  - Improve connections to local destinations and transit
  - Creates links to adjacent neighborhoods
  - Facilitates better access to parks and greenways



Planned Bike Network

- Expand the bicycle lane network:
  - Create new neighborhood connections
  - Provide dedicated space and wayfinding for cyclists
  - Connects to existing bicycle lanes and district boundaries
  - No parking loss or travel lane removal

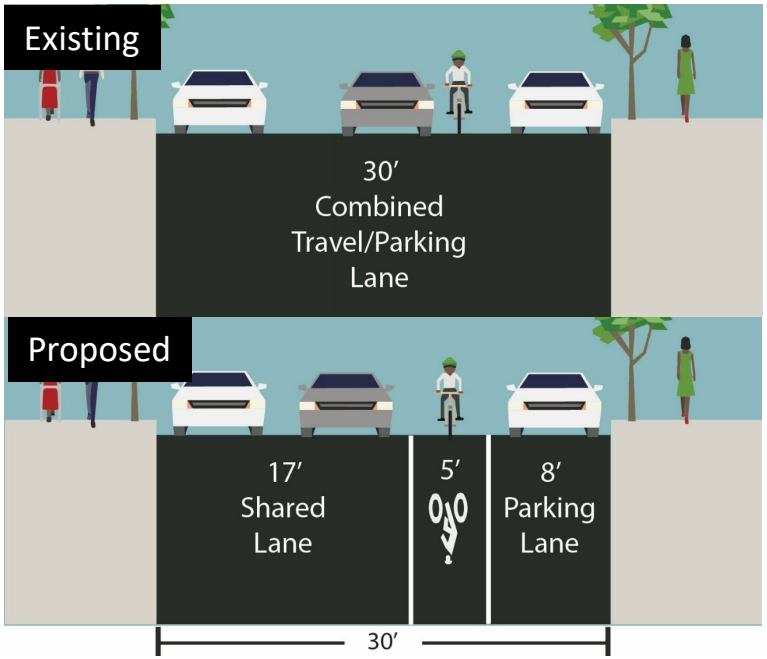
- Route Selection Criteria
  - Continuity of street
  - Street width
  - Connectivity to existing network



Planned Bike Network

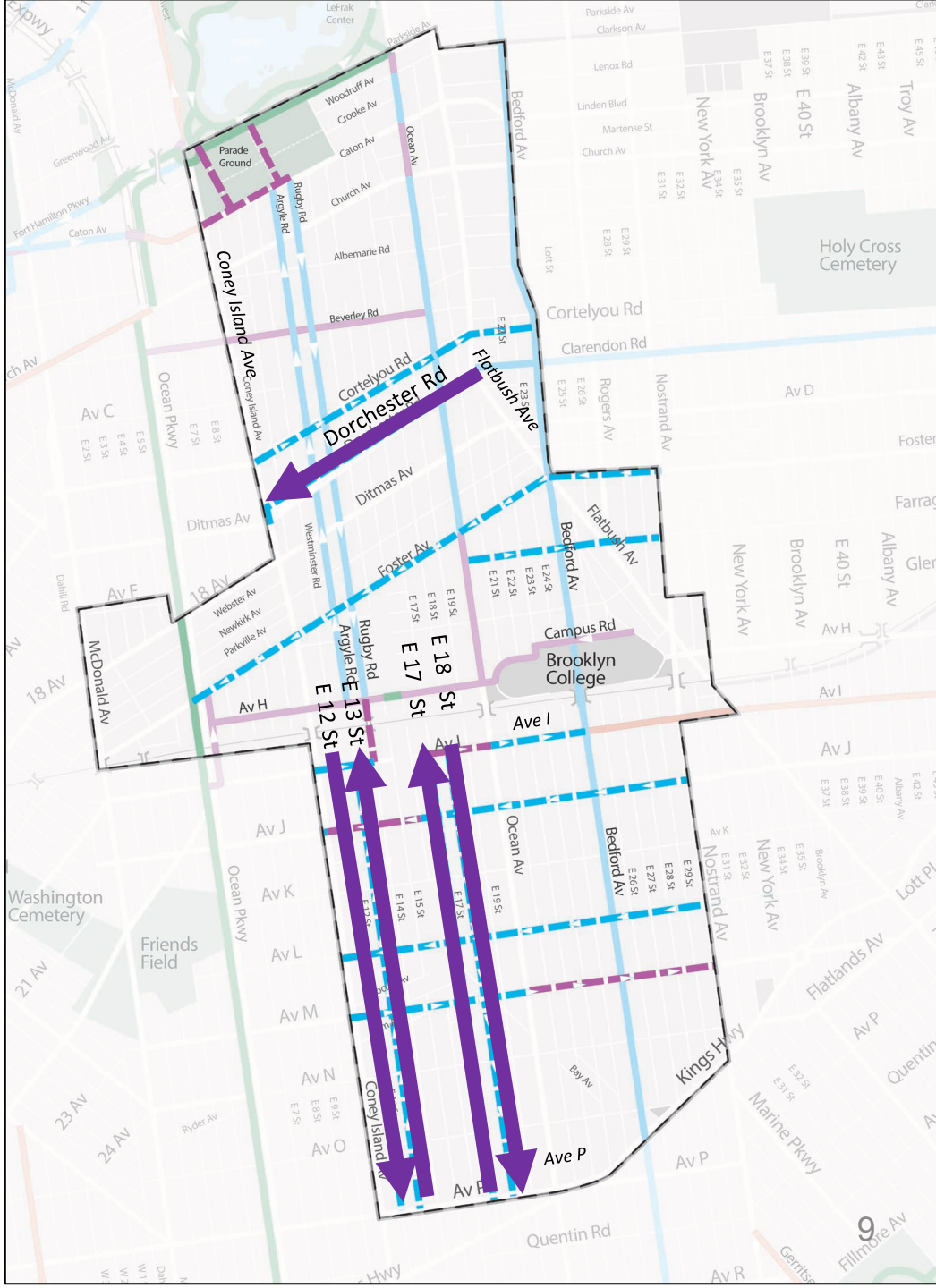
30’ to 33’-wide Corridors

- Dorchester Rd
- E 12 St
- E 13 St
- E 17 St
- E 18 St



Bicycle lanes create new neighborhood connections

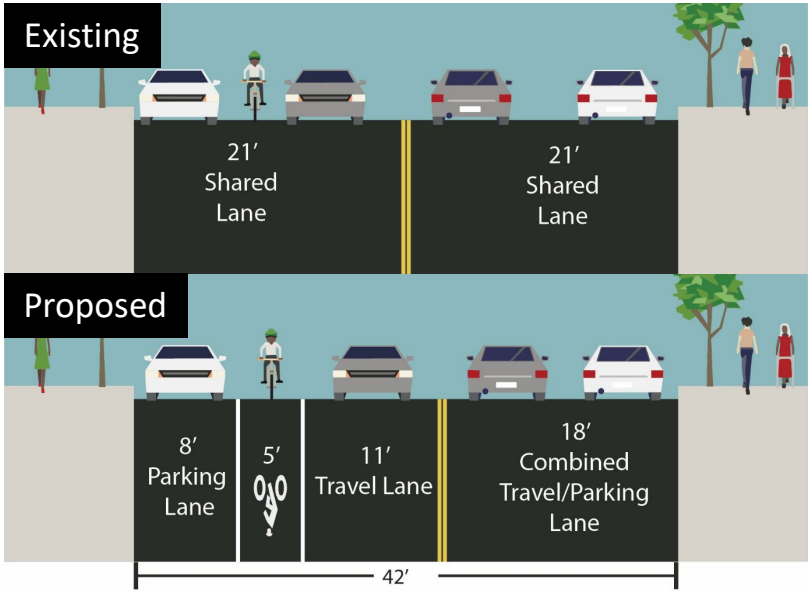
- Provide dedicated space and wayfinding for cyclists
- Connects to existing bicycle lanes and district boundaries
- **No parking loss or travel lane removal**



Planned Bike Network

42’ to 44’-wide Corridors

- Cortelyou Rd
- Foster Ave
- Farragut Rd
- Ave I
- Ave J
- Ave L
- Ave M



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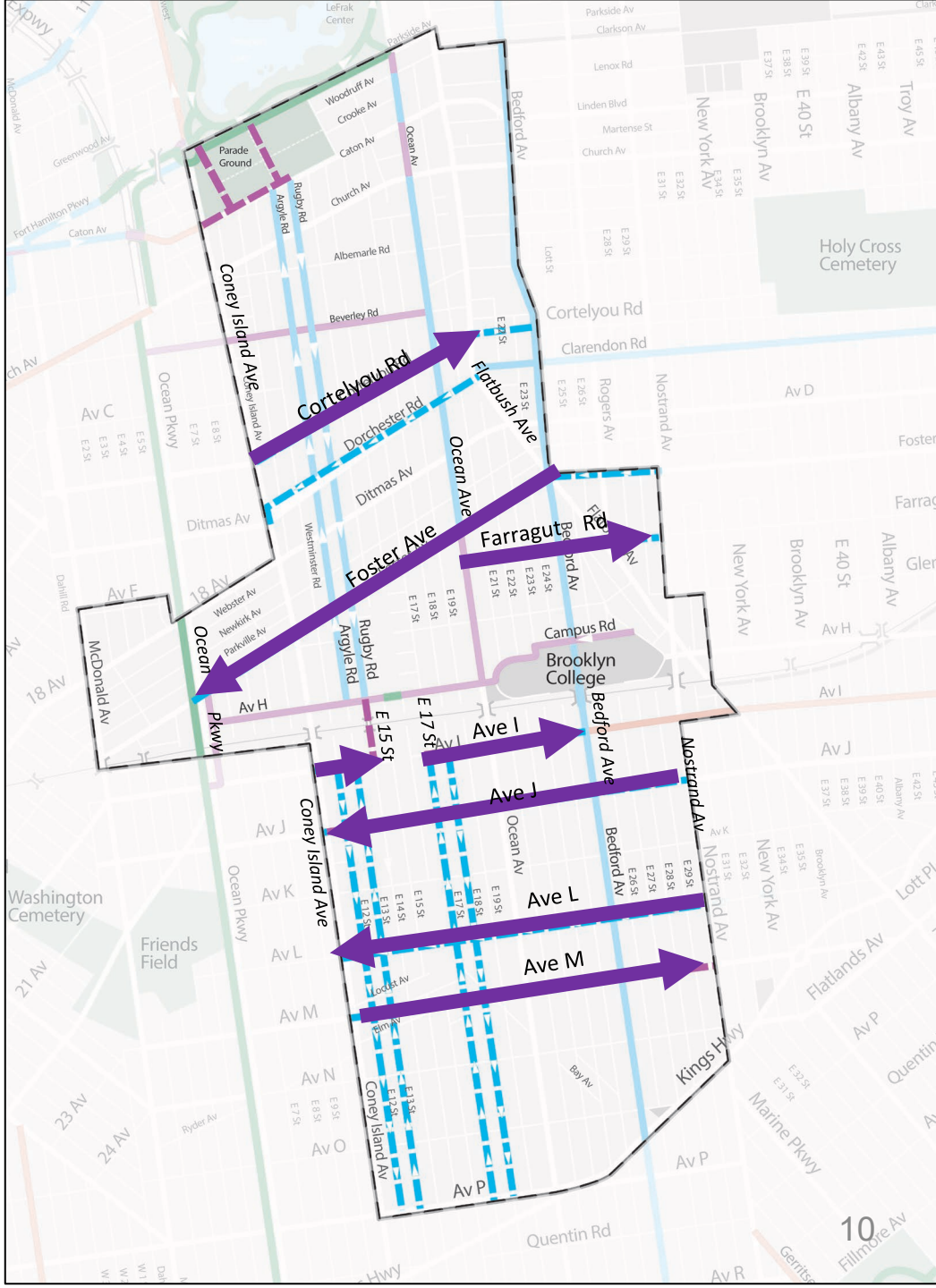

Planned Bike Network

Phasing

Proposed Bike Facilities
BK Community Boards 14

- Protected Path
- Bike Lane
- Shared Lane
- Signed Route
- Proposed Bike Lane
- Proposed Shared Lane

DOT Investigating Potential Protected Bike Lanes

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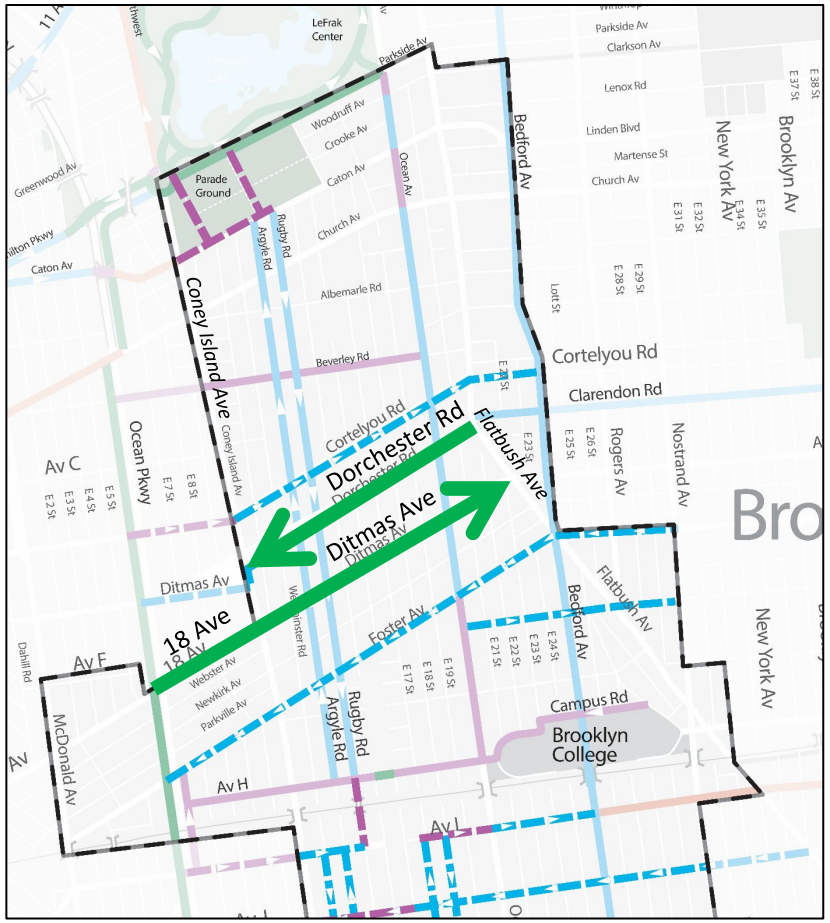
Potential Protected Bike Lanes

- More family-friendly, all-ages and all-abilities bicycling environment
- Bigger trade-offs than conventional bike lanes
- Require more time to study feasibility
- Potential Routes:
  - Dorchester Rd (Flatbush Ave to Coney Island Ave)
  - Ditmas Ave/18 Ave (Ocean Pkwy to Flatbush Ave)



Dorchester Rd

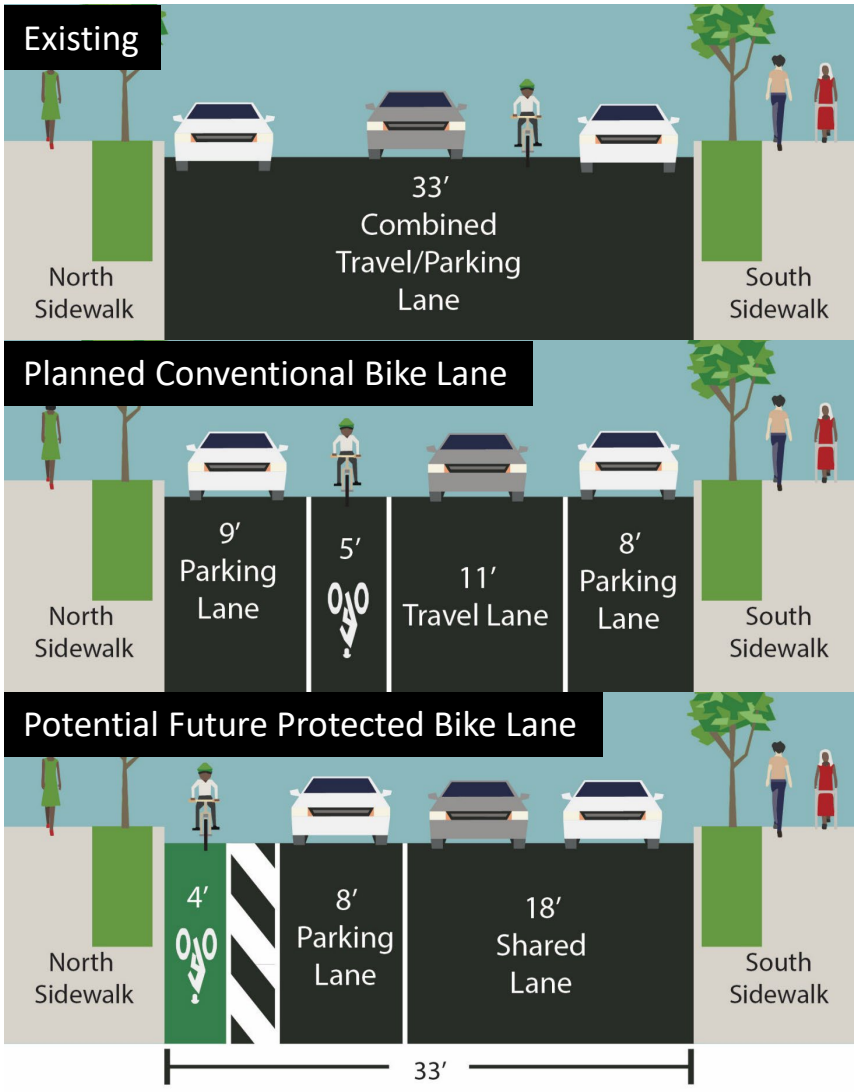
Potential Protected Bike Lane

Benefits:

- Slower vehicular turns
- Shortened pedestrian crossings
- Bike lane physically separated from moving traffic

Trade-offs:

- Some parking loss at corners required to maintain adequate visibility between cyclists and turning drivers (~1-2 spots per block)



Ditmas Ave/18 Ave

Potential Protected Bike Lane

Benefits:

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- Shortened pedestrian crossings
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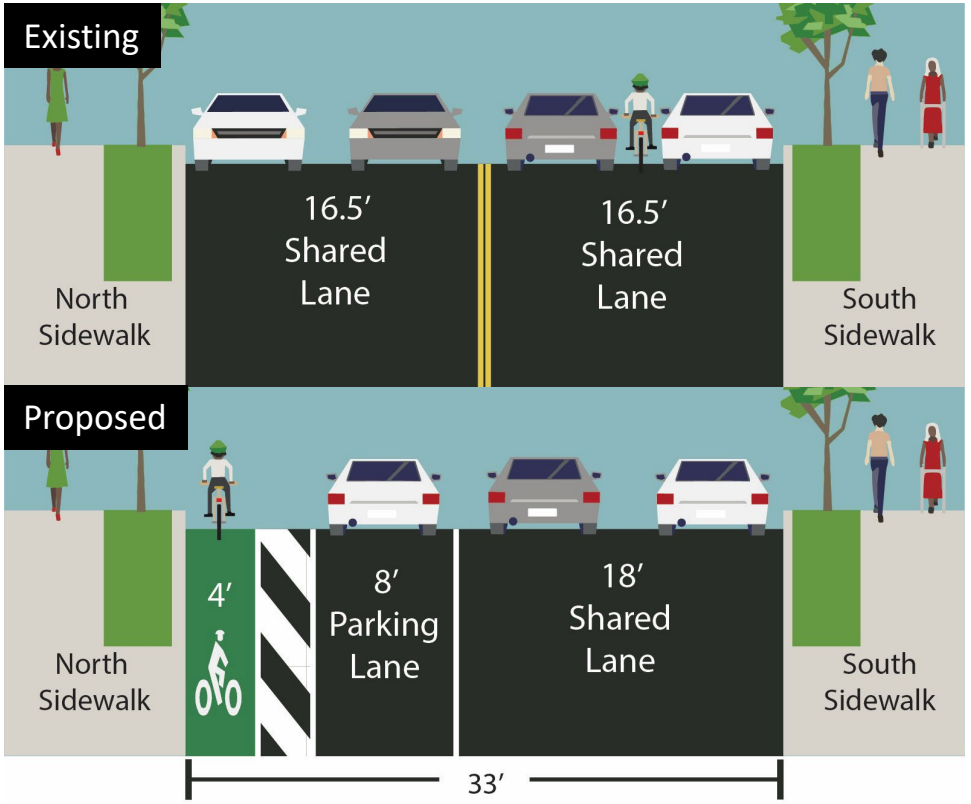


Trade-offs:

- Some parking loss at corners required to maintain adequate visibility between cyclists and turning drivers (~1-2 spots per block)
- Requires converting Ditmas Ave and 18 Ave to one-way eastbound
- Requires rerouting westbound B8 buses off 18 Ave

Ditmas Ave/18 Ave: Alternative Design

Potential Protected Bike Lane

Alternative design:

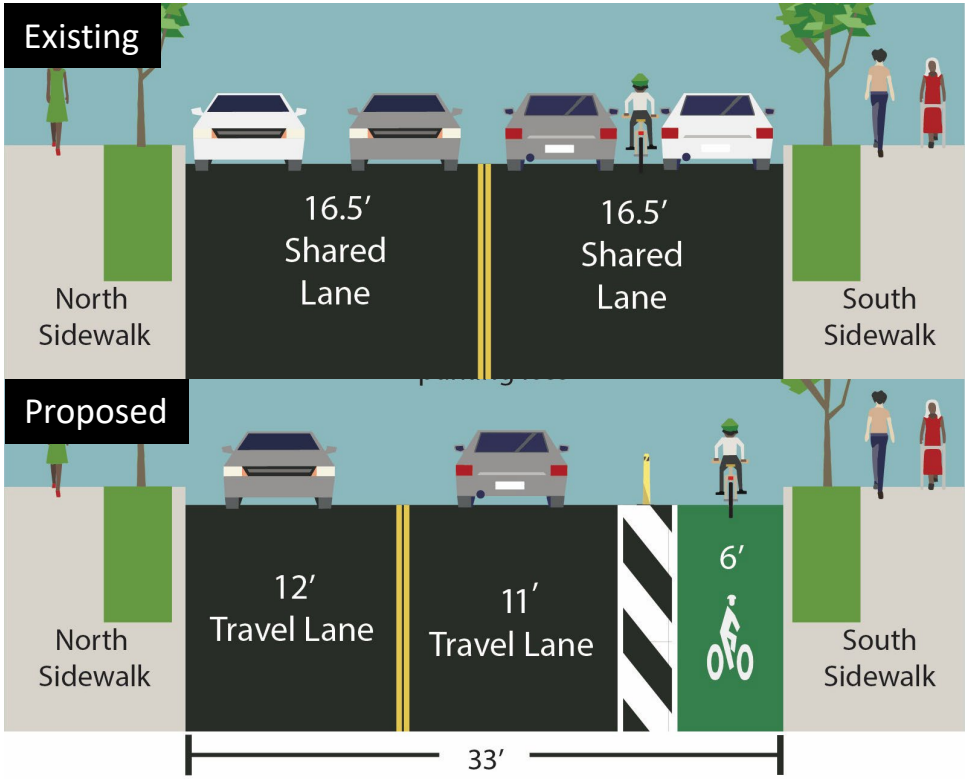
- Maintain two-way street operation
- Clear all parking

Benefits:

- No traffic diversions, bus reroutes

Trade-offs:

- Loss of on-street parking



Summary & Next Steps

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Summary & Next Steps

- NYC DOT will begin installation of conventional bike lane in early (May/June) 2025

- NYC DOT to return to the community board with protected bike lane concepts in 2025

Thank You!

Questions?


NYCDOT


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NYCDOT

Appendix

NYC DOT's Street Improvement Projects Toolbox

Shared Bicycle Lanes

Shared lane markings guide cyclists where to ride on the street

- **Alert drivers & cyclists of shared space**
- **Provide wayfinding for cyclists**
- **Guide cyclists away from car doors**

Standard Bicycle Lanes

Bicycle lane provides dedicated space in the road

- **Discourage speeding** by visually narrowing the road
- **Increase predictability** by clearly defining road space for each user

Protected Bicycle Lanes

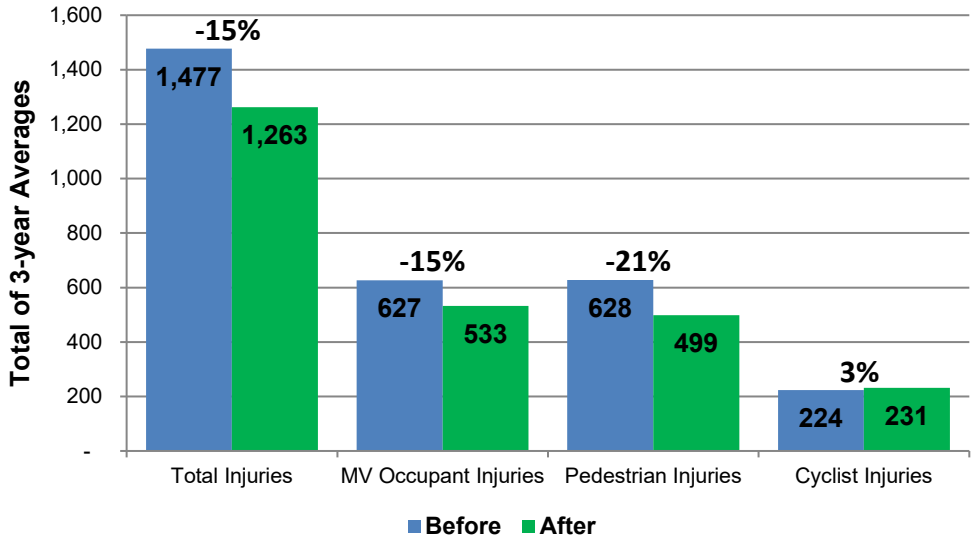
Bicycle lane protected by bollards or floating parking

- Maximizes **traffic calming** by physically narrowing roadways
- **Increases safety for all road users** by shortening crossing distances for pedestrians, & separating people driving and biking

Safety Benefits of Protected Bicycle Lanes

Protected Bike Lanes designs are proven to calm traffic and improve safety for all road users

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

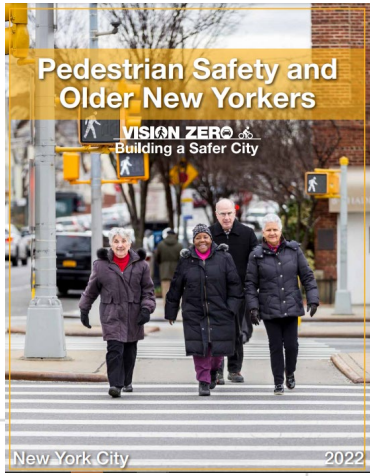
Protected bike lanes benefit all street users:

Crashes with Injuries	Motor Vehicle Occupant Injuries	Pedestrian Injuries
Down 15%	Down 15%	Down 21%

Pedestrian Safety and Older NYers (2022)

Key Findings:
- Seniors make up less than 15% of New York City's population, but over 45% of pedestrian fatalities

Crash Analysis:
- About 90% of both senior and non-senior adult injuries occur at intersections; 72% of injury crashes occur at signalized intersections



Previous Work:
- Since 2010, the NYC DOT has completed over 900 street improvement projects
- 300 Street Improvement Projects in Senior Pedestrian Focus Areas since 2009

Protected Bike Lanes:
- On streets with protected bike lanes, seniors saw a **39% decrease in KSI and a 22% drop in overall injuries.** Non-senior adults saw a **24% drop in KSI and 9% drop in overall injuries**.

- **Commonly-used road treatment benefits all adults, it especially improves conditions for seniors.**

Safety Treatment Effectiveness

Treatment Name & Safety Features	Senior Pedestrian Injuries	Senior Pedestrian KSI	Non-Senior Adult Pedestrian Injuries	Non-Senior Adult Pedestrian KSI
Protected Bike Lanes	22%	39%	9%	24%

Safer Streets for Cycling (2021)

Safety & Ridership
Overall:

- **32% reduction in crash risk where bike facilities have been installed**

Protected Bike Lanes

- **Risk reduction of 34% across all study projects**
- On the highest risk streets, cyclist risk is reduced by over 60%

Cycling Volumes:

- Installation of PBL and conventional bike lane increased bicycle volumes by 50%
- On the highest risk streets, bicycling volumes nearly doubled after a bike lane was installed

Source: Safety Stats (*Data from 100+ bike lane projects including 35 Protected (31 mi), 50 Conventional (46 mi), and 16 Shared (18 mi) installed between 2009-2018).* Risk is defined by injuries per mile per bicyclist volume