



Brooklyn Community Board 14

Bike Network Expansion - Update

June 11, 2025



Presentation Overview

1. Planned Bike Network
2. Proposed Protected Bike Lanes
3. Summary & Next Steps

Safer Streets for Cycling (2021)

Safety & Ridership

Overall:

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

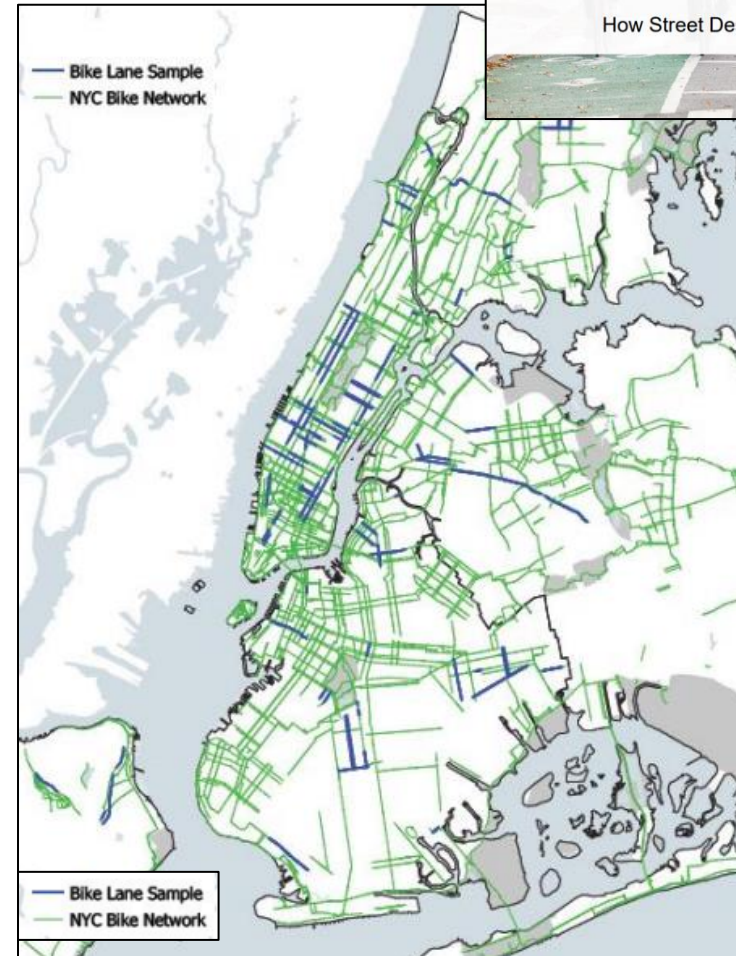
Protected Bike Lanes

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

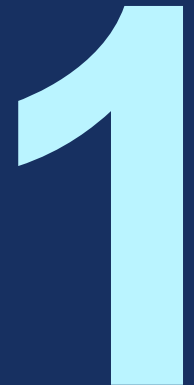
Cycling Volumes:

- 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



Planned Bike Network

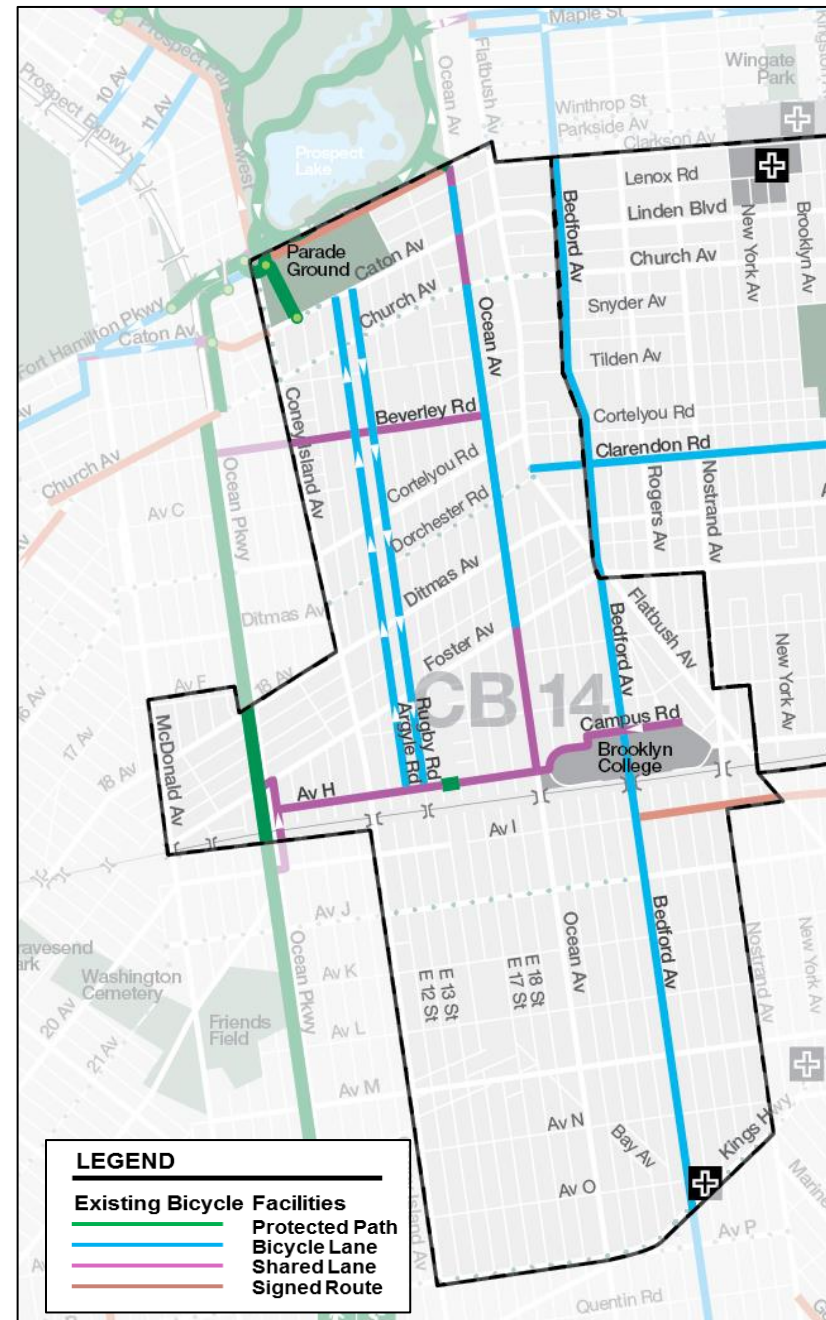


Existing Bike Network

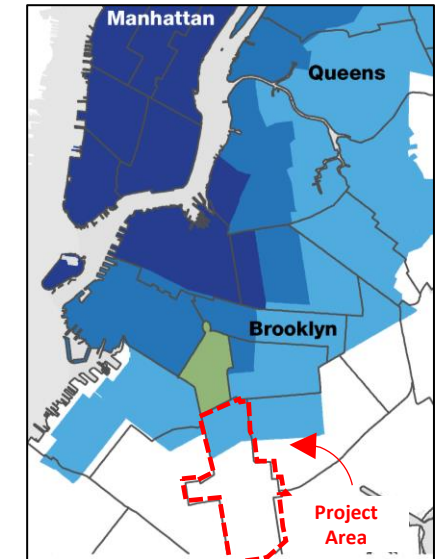
- Critical lack of bicycle lane network coverage in CB 14
- Citi Bike recently expanded within community

NYC DOT Response:

- Collaborate with CB 14 to identify corridors suitable for bike network expansion – work began May 2025
- Based on community feedback, DOT committed to investigate PBL upgrades in the neighborhood



Citi Bike Coverage Map



Bike Network in-Construction

- Create new neighborhood connections
- Provide dedicated space and wayfinding for cyclists
- Connects to existing bicycle lanes and district boundaries
- Implementation underway

Route Selection Criteria

- Continuity of street
- Street width
- Connectivity to existing network



Protected Bike Lanes – Eastbound and Westbound Pair

2

Proposed Protected Bike Lanes

Cortelyou Rd and Dorchester Rd

- Protected bike lanes create a better bicycling environment for all-ages and all-abilities
- Installing protected bike lanes has a 34% reduction in risk of injury*
- Requires some trade-offs



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

Proposed Protected Bike Lanes

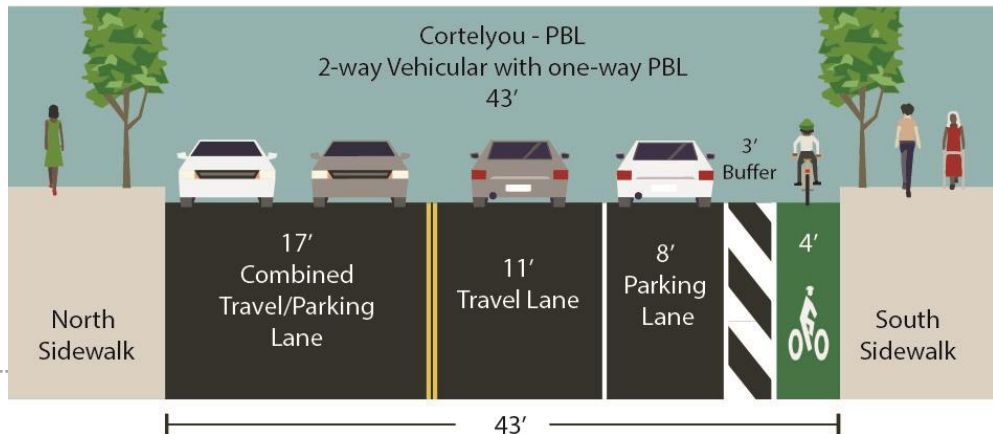
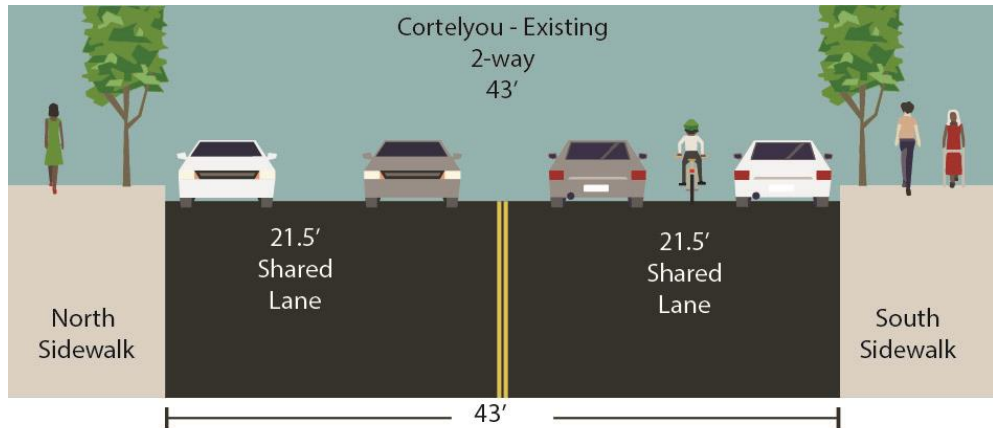
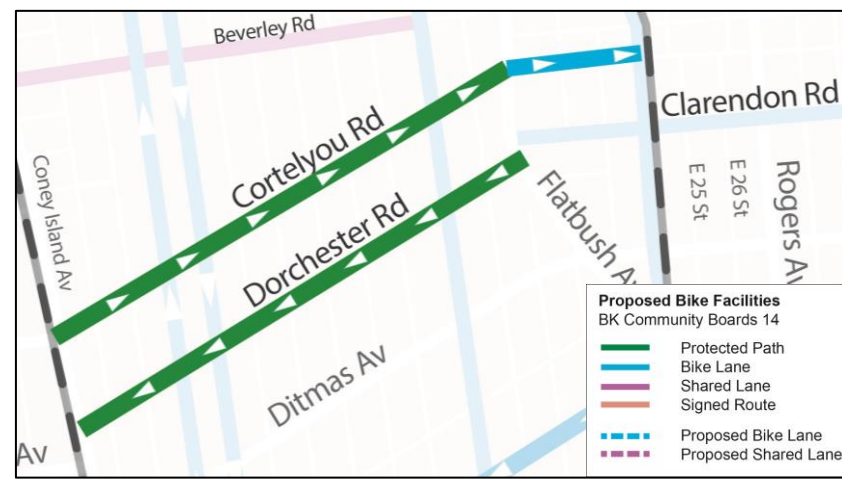
Cortelyou Rd - Eastbound

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
- Loss of parking along one side of the street where the roadway narrows between Marlborough Rd and E 16th St



Proposed Protected Bike Lanes

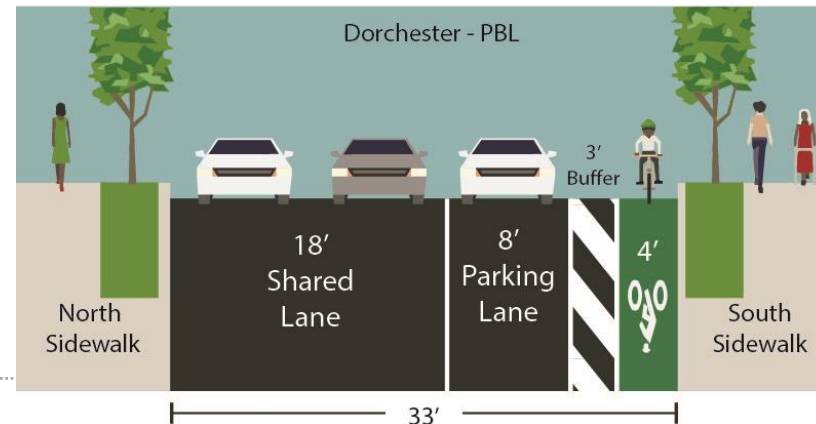
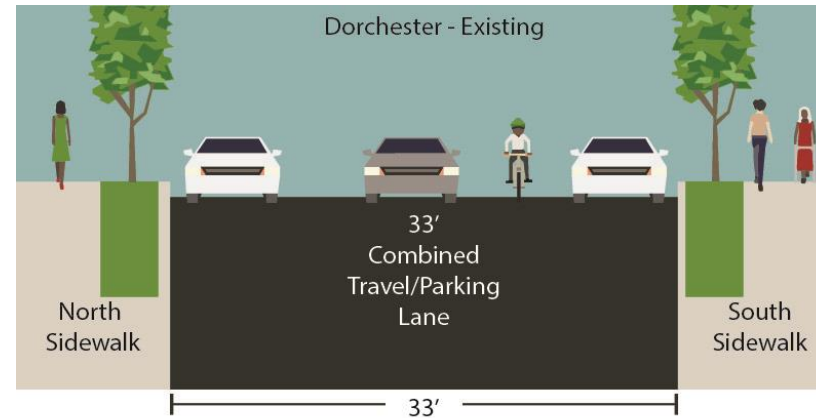
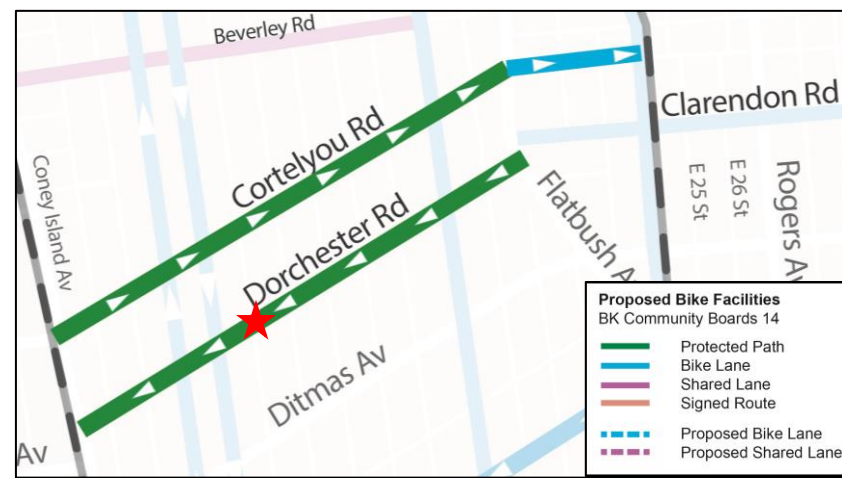
Dorchester Rd - Westbound

Benefits:

- New stop control and crosswalks to be installed on Dorchester Rd at Marlborough Rd (community request)
- 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)



Proposed Intersection Improvements

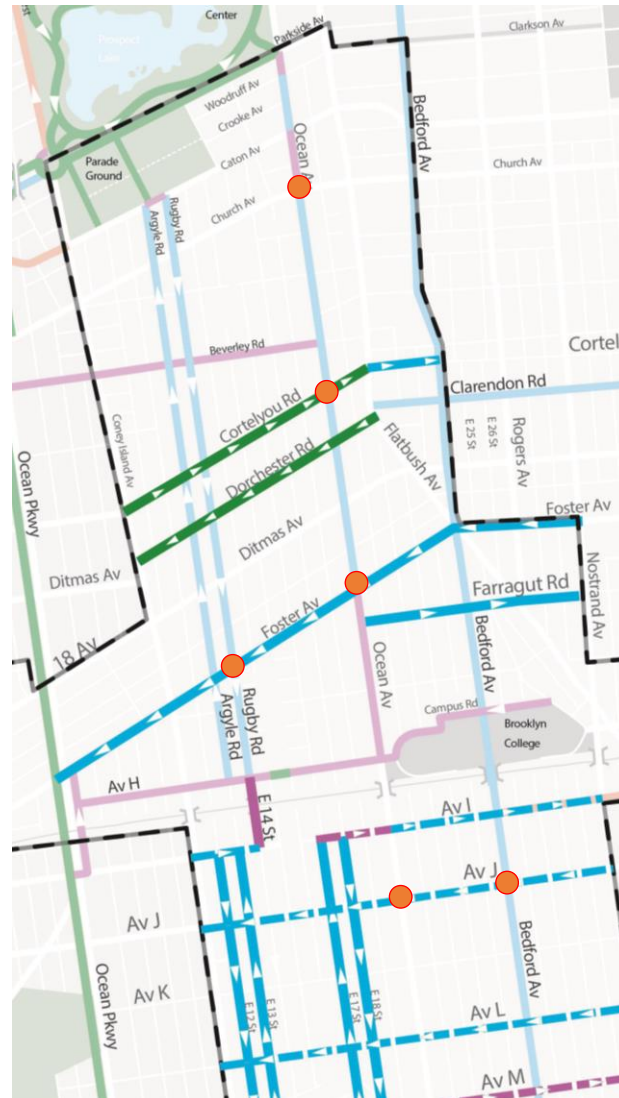
Turn Calming at High Crash Locations

Benefits:

- Improves sightlines between turning vehicles and cyclists and pedestrians
- Design promotes slower vehicle turns
- Clarifies travel paths through the intersection, improving user predictability

Locations:

- Ocean Av at Church Av
- Ocean Av at Av J
- Ocean Av at Cortelyou Rd
- Ocean Av at Foster Av
- Av J at Bedford Rd
- Rugby Rd and Foster Ave



Qwick-kurb



Rubber Speed Bumps



Flexible Delineators



Concrete Barriers

Summary & Next Steps

3

Summary & Next Steps

Timeline

Spring 2025

- Collect feedback from the community and stakeholders regarding the proposed protected bike lanes

Fall 2025

- Preliminary schedule for PBL installation
- Begin installation of turn calming at high-crash intersections



Thank You!

Questions?



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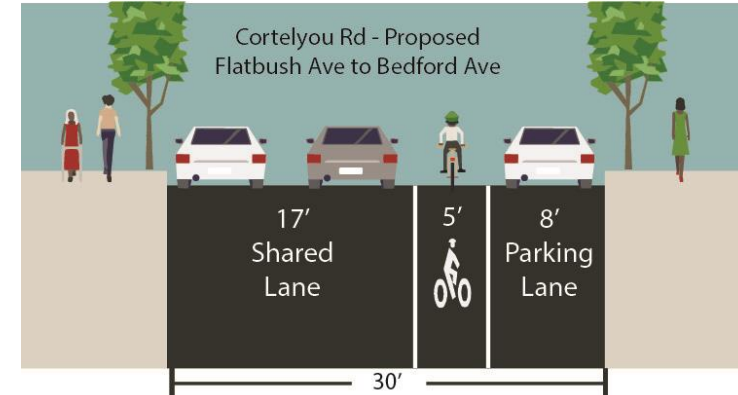
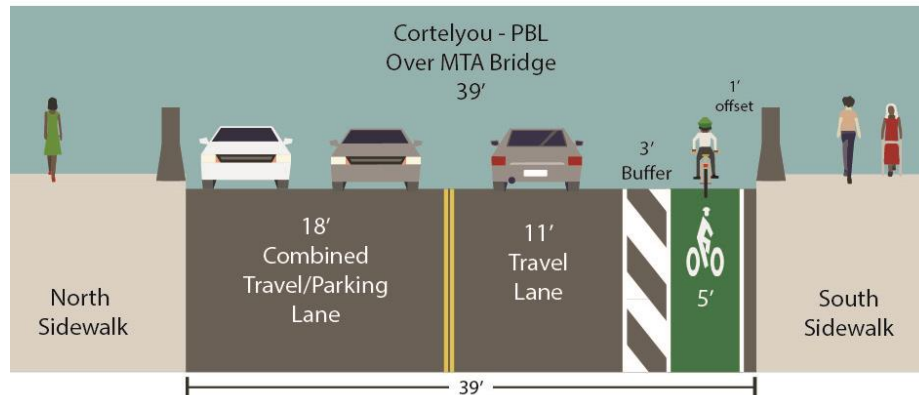
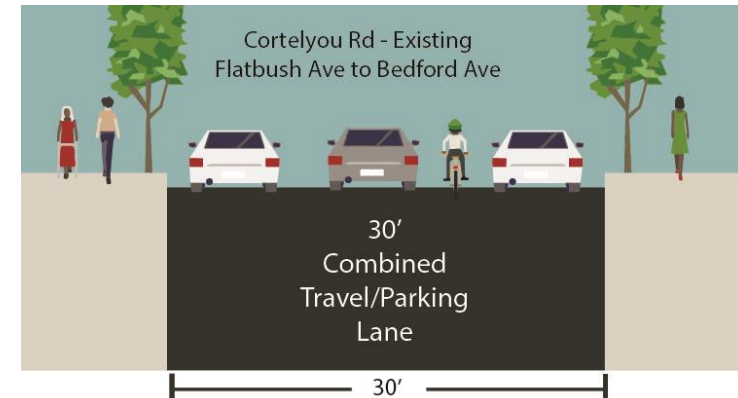
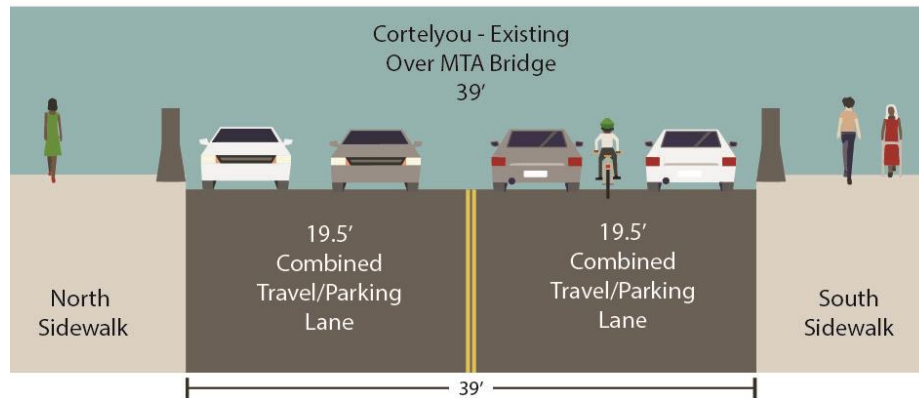
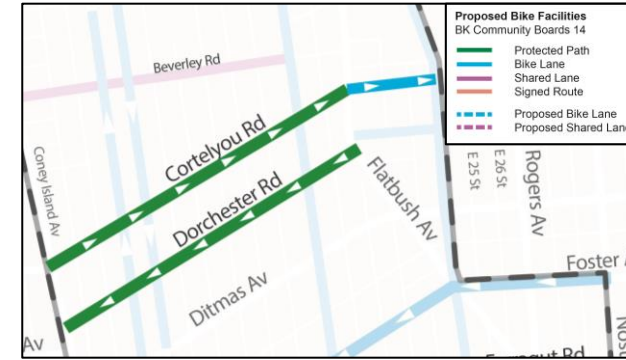
NYCDOT

Appendix

Cortelyou Rd - Proposed

Atypical Cross Sections

- Loss of parking along one side of the street where the roadway narrows between Marlborough Rd and E 16th St



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



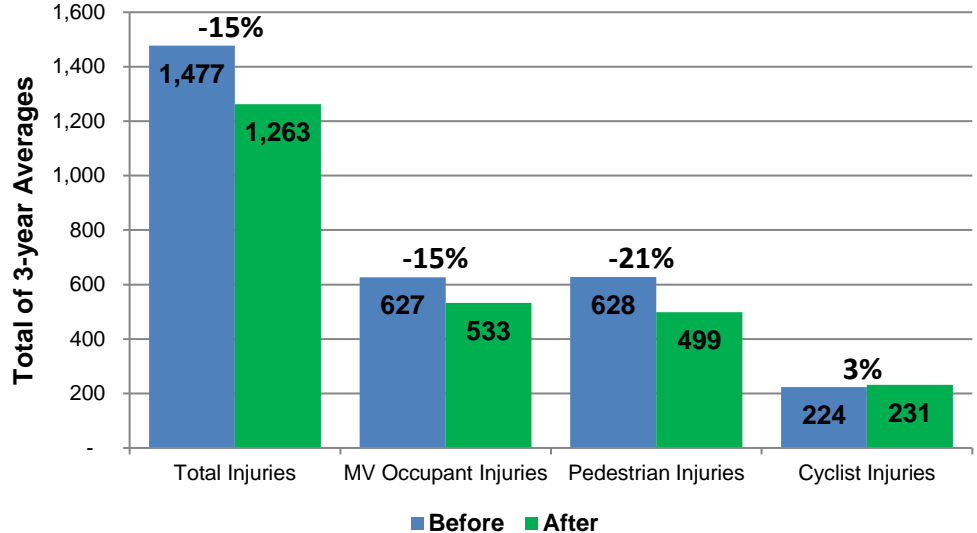
Protected Bicycle Lanes

- 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 **Down 15%** Motor Vehicle Occupant Injuries **Down 15%** Pedestrian Injuries **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

Previous Work:

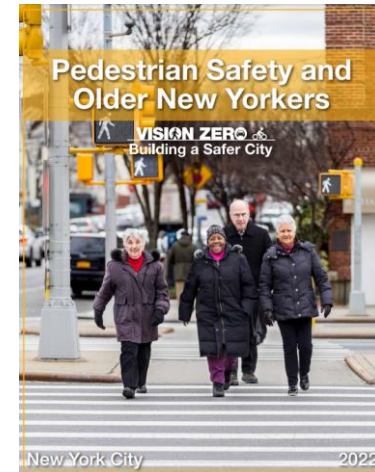
- Since 2010, the NYC DOT has completed over 900 street improvement projects
- 300 Street Improvement Projects in Senior Pedestrian Focus Areas since 2009

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.**

Crash Analysis:

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



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%