

# BROOKLYN COMMUNITY BOARD 9

## **BROOKLYN COMMUNITY BOARD 9 RESOLUTION EMPIRE BOULEVARD BIKE LANE CONNECTIVITY**

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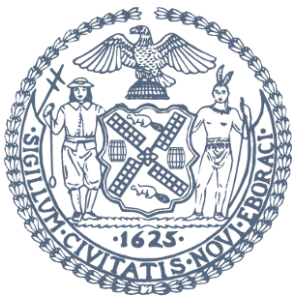
**SUMMARY:** A proposal to extend and support the bike lane along Empire Boulevard and to connect the bike lane to the Flatbush Avenue protected bikeway and Parkside Circle via a protected Greenway along Ocean Avenue.

At the April 18, 2024, Board meeting of Brooklyn Community Board 9, the Board adopted the following resolution:

### **WHEREAS**

1. Brooklyn Community District 9 contains diverse neighborhoods connected by our shared values for family safety and active street life; recognizing that residents and visitors to Prospect Park, Brooklyn Botanic Garden, and other esteemed public spaces have a right to safety, accessibility, and ease of access. Improved and sustained connections to our prized local features will increase the quality of life experienced by both residents and visitors;
2. A proposed 2018 bike lane along the route has not materialized, and the corridor has again been highlighted for bicycle infrastructure in the Mayor's Office proposal for "Five Boroughs of Greenways;"
3. There are limited bicycle lanes and paths in the district; and though well used, current lanes are only vehicle-protected or grade-separated along less than 4% of district streets, and non-protected lanes are frequently blocked by parked drivers, delivery vehicles, or other opportunistic traffic;
4. Citi Bike Share numbers continue to grow steadily, seeing the busiest usage in the program's history in the third quarter of 2023; and Citi bike's equity and expansion area discounts greatly benefit residents of the District and enable them to achieve steps toward mobility parity;
5. Protected bike lanes reduce risk to cyclists by up to 60% and have been shown to double ridership along the highest-risk streets; along the corridor, there have been 439 traffic collisions in the last decade resulting in 610 serious injuries, and the proposed street limits are proximate to multiple DOT priority corridors;
6. protected bike lanes improve pedestrian safety. On streets with protected bike lanes, seniors saw a 39% drop in death and severe injuries and a 22% drop in overall injuries while non-senior adults saw a 24% drop in death and severe injuries and a 9% drop in overall injuries;
7. The current configuration of the Bike lane at Flatbush, Empire, and Ocean Avenues puts cyclists, motorists, and pedestrians at risk due to abrupt and unpredictable changes in traffic conditions.

**THEREFORE, BE IT RESOLVED** that Brooklyn Community Board 9 supports the Parks Department's and Mayor's Office plan to create a cycling greenway along Ocean Avenue, and would encourage these agencies to prioritize connections to Flatbush Avenue and Empire Boulevard



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**BE IT FURTHER RESOLVED** that Brooklyn Community Board 9 urges the New York City Department of Transportation (NYC-DOT) and the New York City Department of Parks and Recreation (Parks) to consider the implementation of the following components, with alternatives given in priority order, based on the below locations and descriptions of their use:

1. Extend the Empire Boulevard bike lane west between Bedford Avenue and Flatbush Avenue / Ocean Avenue, and convert it to a protected lane. (Ref. DOT-598633-Z6Q2, DOT-613114-T7S4, DOT-605786-T3X8)
2. Upgrade the current bike lane on Empire Boulevard to a vehicle-protected lane; having bollards that prevent vehicles from entering unlawfully, Jersey barriers, and/or raising the bike lanes above the street grade. (Ref. DOT-598633-Z6Q2, DOT-577694-L7W6)
3. Adopt the proposed Ocean Ave Greenway, including safe connections to and from Ocean Avenue at the Parkside Bike Land at the South, and the Flatbush Bike Lane at the North, in such a way that minimizes (i) pedestrian and bicycle mingling, (ii) the reduction of street parking spots and (iii) does not disturb navigability by busses, access-a-ride, and other mass transit vehicles. (Ref. DOT-573025-S9Y5, DOT-577694-L7W6, DOT-617540-Q1D5, DOT-605682-H3B9)
4. The proposed bike lane should be equipped with appropriate bicycle parking and docking along the route, according to the NYC-DOT street design manual (Ref. DOT-608821-H6N6, DOT-623877-K8K4);
5. Intersection signals should be re-timed to assist the flow of pedestrian and bicycle traffic (Ref. DOT-544853-R8S2, DOT-503558-C3F0);

**BE IT FURTHER RESOLVED** that for each item listed above, Community Board 9 respectfully requests that for any study conducted according to the policies and protocols of NYC-DOT, such results be shared with the Board, regardless of the outcome of NYC-DOT's decision. Such documents requested include, but are not limited to, traffic control studies, intersection control data, transportation and mobility analyses, and correspondence with other agency stakeholders such as the Metropolitan Transportation Agency (MTA), and the Department of Parks and Recreation (Parks) if applicable.

**BE IT FURTHER RESOLVED** the Brooklyn Community Board 9 supports collaboration with DOT, City Council, and State Lawmakers on consolidated measures to:

1. Allow DOT the flexibility to conduct automated enforcement of bike lanes where necessary in the District;
2. encourage the NYPD to work with the community to identify areas with the highest need for visible enforcement of bike lanes.
3. Create a legally enforceable timeline to follow the investment tiers described in the NYC Streets Plan to ensure equitable roll-out of these improvements to the curb, prioritizing underserved communities first.

**ADOPTED: 4/18/2024**