Brownsville & East New York Community Bicycle Network Phase II

Commissioner Polly Trottenberg  New York City Department of Transportation
Presented on June 2, 2014 to Brooklyn Community Board 16
Project Background

June 2011
Public Workshop at Brownsville Recreation Center
• Introduction to Typical Designs

February 2012
Follow-up Public Workshops in Brownsville and East New York
• Presented Recommended Routes

June 2012
Public Workshops in Brownsville and East New York
• Prioritized Recommended Routes

February 2014
Public Workshops in Brownsville and East New York
• Reviewed Progress & Priorities
Project Background

**October 2011**
Bicycle Neighborhood Tour
Brownsville and East New York
- Toured Neighborhoods by Bike
- Greenmarket Stops
- Community Feedback

**September - October 2012**
Community Events
Brownsville and East New York
- Helmet Fitting
- Education on Bicycle Safety
- Multiple Bicycle Tours of Both Neighborhoods
- Greenmarket Stops
- Community Feedback
Project Progress for Phase I

October - November 2013
Installation of 5.9 miles of Bicycle Facilities on:
- New Lots Avenue from Hegeman Avenue to Dumont Avenue
- Hendrix St from Liberty Avenue to New Lots Avenue
- Schenck Avenue from New Lots Avenue to Hendrix St
- Vandalia Avenue from Pennsylvania Avenue to Bethel Loop

May - June 2013
Installation of 4.1 miles of Bicycle Facilities on:
- Mother Gaston Boulevard from Liberty Avenue to Linden Blvd
- Pitkin Avenue from Legion Street to Powell Street
Proposed Routes for Phase II

5.8 Miles in Brownsville

8.7 Miles in East New York

Legend
- Off-street Bicycle Path
- Bicycle/Shared Lane
- Bicycle Route Supported by CB 5
- Proposed Route for Phase II
Two-way Shared Lanes

Pitkin Avenue, Brownsville
One-way Bicycle Lane

Dean Street, Crown Heights
Two-way Bicycle Lanes

Washington Avenue, Prospect Heights
Proposed Routes for Phase II

- Bicycle lanes north of Eastern Parkway
- Shared lanes south of Eastern Parkway
- Provides connections to the bicycle network via:
  - Pacific Street
  - Bergen Street
  - St Marks Avenue
Thomas Boyland St: Existing Conditions

Motor Vehicles

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
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<tbody>
<tr>
<td>438 (7am – 8am)</td>
<td>414 (5pm – 6pm)</td>
</tr>
</tbody>
</table>

Source: ATI Data, Vehicles btw. Atlantic Avenue and Pacific Street, August 2013

North of Eastern Parkway
1 Wide Travel Lane
2 Parking Lanes

38 Feet
Thomas Boyland St: One-way Proposal

**EXISTING**

**Thomas Boyland Street**
between East New York Ave and Pacific St

**PROPOSED**

13’ Parking Lane
11’ Travel Lane
5’
9’ Parking Lane
South of Eastern Parkway:
2 Wide Travel Lane
2 Parking Lanes
## Saratoga Ave: Existing Conditions

### Motor Vehicles

<table>
<thead>
<tr>
<th>AM Peak Hour</th>
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<tr>
<td>386 (8am – 9am)</td>
<td>630 (5pm – 6pm)</td>
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</table>

Source: ATI Data, Vehicles btw. St. Marks Avenue and Prospect Place, August 2013

North of Eastern Parkway:
- 2 Narrow Travel Lane
- 2 Parking Lanes

Source: ATI Data, Vehicles btw. St. Marks Avenue and Prospect Place, August 2013
Saratoga Ave: One-way Proposal

**EXISTING**

Saratoga Avenue
between East New York Ave and St Marks Ave

- West Sidewalk
  - 17' Moving/Parking Lane

- East Sidewalk
  - 17' Moving/Parking Lane

- 34' Total Width

**PROPOSED**

- West Sidewalk
  - 9' Parking Lane
  - 11' Travel Lane
  - 5' Bike Path
  - 9' Parking Lane

- East Sidewalk

- 34' Total Width
Saratoga Ave: Existing Conditions

South of Eastern Parkway:
  2 Travel Lane
  2 Parking Lanes
EXISTING

Saratoga Avenue
between East New York Ave and Newport St

West Sidewalk

21.5’
Moving/Parking Lane

43’

21.5’
Moving/Parking Lane

East Sidewalk

PROPOSED

West Sidewalk

8’
Parking Lane

13.5’
Shared Lane

13.5’
Shared Lane

8’
Parking Lane

East Sidewalk

43’
Proposed Routes for Phase II

- Shared lanes from Saratoga Ave to Mother Gaston Blvd
- Bicycle lanes from Mother Gaston Blvd to Powell St
- Shared lanes from Powell St to Van Sinderen Ave
- Provides a two-way bicycle connection from Brownsville to East New York
Blake Ave: Saratoga Ave to Rockaway Ave

Two-way Street
34’ wide
**Blake Ave: Rockaway Ave to Mother Gaston Blvd**

Roadway widens from 40ft to 80 ft with back-in parking between Mother Gaston Boulevard and Powell Street

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<tr>
<td><strong>Motor Vehicles</strong></td>
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<td></td>
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<tr>
<td>Eastbound</td>
<td>237 (7:30am – 8:30am)</td>
<td>244 (4:30pm – 5:30pm)</td>
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<tr>
<td>Westbound</td>
<td>275 (7:30am – 8:30am)</td>
<td>182 (5pm – 6pm)</td>
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Source: ATI Data, Vehicles btw. Chester Street and Rockaway Avenue, May 2014
Blake Ave: Mother Gaston Blvd to Powell St

Roadway widens between Mother Gaston Boulevard and Powell Street

56 Feet
Blake Ave: Powell St to Van Sinderen Ave

Two-way Street
34’ wide
Blake Ave: Two-way Proposal Pt. 2

EXISTING

Blake Avenue
between Rockaway Ave and Mother Gaston Blvd

20’
Moving/Parking Lane

20’
Moving/Parking Lane

North Sidewalk

South Sidewalk

40’

PROPOSED

North Sidewalk

South Sidewalk

8’ Parking Lane

12’ Shared Lane

12’ Shared Lane

8’ Parking Lane

40’
Blake Ave: Two-way Proposal Pt. 3

EXISTING

Blake Avenue
between Mother Gaston Blvd and Powell St

North Sidewalk

28’
Moving/Parking Lane

56’

South Sidewalk

28’
Moving/Parking Lane

PROPOSED

North Sidewalk

10’
Parking Lane

5’
Moving Lane

11’
Moving Lane

4’

11’
Moving Lane

5’

10’
Parking Lane

South Sidewalk

56’
Blake Ave: Two-way Proposal Pt. 4

**EXISTING**
Blake Avenue
between Powell St & Van Sinderen Ave

North Sidewalk

17’
Moving/Parking Lane

17’
Moving/Parking Lane

South Sidewalk
34’

**PROPOSED**

North Sidewalk

7’
Parking Lane

10’
Shared Lane

10’
Shared Lane

South Sidewalk
7’
Parking Lane

34’
Summary

- Expands connectivity to the existing bicycle network
  - Thomas Boyland Street connects at Bergen Street and Pacific Street
  - Saratoga Avenue connects at St. Mark’s Avenue
- Implementation Plan
  - Phase II in 2014
  - Phase III in 2015