Ashland Pl & Navy St

Protected Bicycle Lanes

Presented to Community Board 2 on June 16, 2022
Background
Background

Green Wave – A Plan for Cycling in New York City

• Nearly 90% of fatalities happened on streets without bike lanes
• 60% of fatalities happened at intersections
  • 23% involved a vehicle turn
  • 16% involved a driver’s failure to yield the right of way

Green Wave Plan:
Citywide Protected Bike Lane Network:
• Build 30 miles of protected bicycle lane annually
• Build 75 miles of bicycle infrastructure in 10 Bicycle Priority Districts (7 in Brooklyn, 3 in Queens) by 2022

Better Design:
• Implement new design standards based on national & international best practice to enhance safety at intersections
• Continue piloting new designs with rigorous safety analysis

Education and Outreach:
• Launch next phase of Vision Zero public awareness campaign, educating drivers with a focus on cyclist safety and expand the “Get There” bicycle encouragement/rules of road campaign.
• Educate all street users about safe truck operation on city streets
• Increase helmet giveaways and helmet use encouragement

NYPD Enforcement
• Target enforcement on highest risk activities: speeding, failing to yield, blocking bike lanes, oversized trucks/trucks off route
Background

Bike Network Connections to the Manhattan Bridge and Brooklyn Waterfront Greenway

**Manhattan Bridge:**
- Protected bike lane access via Sands St

**Brooklyn Waterfront Greenway:**
- Protected bike lanes on Flushing Av and Navy St, greenway Capital project nearing completion

**4\textsuperscript{th} Ave:**
- Protected bike lanes, stretching 4 miles from 64\textsuperscript{th} St to Flatbush Av
Background

Safety – Protected Bicycle Lanes

Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

Injuries to cyclists increase only 3%, despite a 61% bike volume increase

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, Inlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.

Source: NYPD AIS/TAMS Crash Database
Background

Planning Context – Connections to Atlantic Terminal

**Fulton St:**
- Major bus corridor
- Commercial/retail corridor

**Hanson Pl:**
- Local access connector between Fulton St and Atlantic Terminal
- Potential for bike and pedestrian improvements
Existing Conditions and Proposal
Proposal

Overall Project Summary

• Install **2-way protected bike lane** along the east curb of Ashland Place and Navy Street from Hanson Place to Flushing Ave

• **Convert** Ashland Pl from 2-way to 1-way northbound from Hanson Place to Dekalb Avenue (for motorists)

• **Convert** Hanson Place from St Felix Street to Ashland Place to 1-way westbound, and create “Shared street” that prioritizes pedestrians

*Example: Chrystie St, Manhattan*
Existing Conditions

Navy St from Dekalb Av to Myrtle Av and from Park Av to Flushing Av

- Cyclists not protected from vehicles
- Wide street with excess capacity, encouraging motorists to speed
- Loading activity for Brooklyn Hospital Center
- Existing conventional bike lanes are frequently double-parked, forcing cyclists into path of cars
Changes for Cyclists & Pedestrians:
- Create a 2-way parking-protected bike lane along the east curb
- Install pedestrian refuge islands to reduce crossing distances for pedestrians

Changes for Motorists:
- Maintains vehicle lanes
- Move B62 bus stop at Navy St. & Park Av. around the corner onto Park Av. to avoid conflict with cyclists
- Ban low-traffic northbound left turn at Myrtle Ave, add protected turn signal at Willoughby St
Existing Conditions

Navy St from Myrtle Av to Park Av

Existing conventional bike lanes are frequently double-parked, forcing cyclists into path of cars

Cyclists not protected from vehicles

Wide street with excess capacity, encouraging motorists to speed

Lacking pedestrian space along NYCHA properties
Changes for Cyclists & Pedestrians:
• Create a 2-way barrier-protected bike lane along the east curb
• Create pedestrian space on the roadway on Navy St between Myrtle Av. and Park Av. adjacent to NYCHA Ingersoll Houses.
  *(Ongoing discussion with NYCHA to potentially connect into sidewalks within Ingersoll Houses campus)*
• Design to be coordinated with future capital project which will build-out and enhance intersection at Navy St/Park Av.

Changes for Motorists:
• Maintains vehicle lanes
Existing Conditions

Ashland Pl from Fulton St to Dekalb Av

Narrow street width, loading activities block travel lanes

Existing shared bike lane - cyclists mix with moving vehicles and navigate around double loading vehicles

Cyclists not protected from vehicles

Loading activity for BAM Harvey Theater
Changes for Cyclists & Pedestrians:
• Create a 2-way protected bike lane along the east curb using a combination of concrete barriers and vertical delineators
• Create curb buffer to relieve pedestrian pinch-points

Changes for Motorists:
• Convert Ashland Pl. from Fulton St. to Dekalb Av. from a 2-way street to a 1-way (northbound) street
Existing Conditions

Ashland Pl from Hanson Pl to Fulton St

Existing shared bike lanes - cyclists mix with moving vehicles and navigate around double-parked vehicles

Protected bike lane connection on 4th Ave from Bay Ridge to Flatbush Av

Frequent loading at Apple Store, Whole Foods, BAM

Atlantic Terminal - major MTA & LIRR station, busy CitiBike station, Fulton St bus corridor
Changes for Cyclists & Pedestrians:
- Create a 2-way parking-protected bike lane along the east curb
- Install pedestrian refuge islands to reduce crossing distances for pedestrians

Changes for Motorists:
- Convert Ashland Pl. from Hanson Pl. to Fulton St. from a 2-way street to a 1-way (northbound) street
- Add metered parking regulations on Ashland Pl from Lafayette Av to Fulton St
Existing Conditions

Hanson Pl from St Felix St to Ashland Pl

Atlantic Terminal - major MTA & LIRR station

CitiBike station with top 10 highest ridership in Brooklyn (~43,000 trips started here in 2021)

Very high pedestrian volumes and frequent mid-block crossings

Frequent double-parked vehicles
Changes for Motorists:
• Convert Hanson Pl. from St Felix St. to Ashland Pl from a 2-way street to a 1-way (westbound) street
• Remove metered parking along the north curb, maintain Authorized Vehicle Parking spaces

Changes for Cyclists & Pedestrians:
• Create shared street with treatments that prioritize pedestrians
  • Pedestrian space color pavement
  • Chicanes to slow vehicles
  • 5 MPH speed limit and “Share the Road” signage
Summary
Project Summary:

- Convert Ashland Pl from Hanson Pl to Dekalb Av from 2-way to 1-way northbound for vehicles

- Install 2-way protected bike path along the East curb of Ashland Pl and Navy St from Hanson Pl to Flushing Av

- Shorten crossing distances for pedestrians and install pedestrian islands

- Convert Hanson Pl from St Felix St to Ashland Pl to 1-way westbound for vehicles and create shared street for pedestrians

- Minimal parking impact: 2 to 5 parking spaces repurposed per block, some changes to parking meters and curb regulations
Thank You!

Questions?