Brooklyn CB 17
BICYCLE NETWORK DEVELOPMENT

Outreach Summary and Route Opportunities
Presented to Brooklyn Community Board 17 – October 12, 2021
Agenda

1. Project Overview
2. Public Outreach
3. Bike Route Opportunities
4. Potential Protected Bike Lanes
5. Next Steps
Project Overview

Project Focus Area

Network Development Goals

Improve safety for all road users

Close gaps in bicycle network

- Connections to local destinations and transit
- Connections to adjacent neighborhoods
- Connections to parks and greenways
Project Overview

Planning Context

Improving Safety and Access in District

- CB17 identified as Priority Bicycle District due to high number of bicyclists Killed or Seriously Injured (KSI) and low bicycle network coverage

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)
Project Overview

Planning Context

Pandemic Response

- **Improve Safe Commuting Options for Essential Workers.** District has high population of essential workers (over 20k workers)

- **Increase Access to Open Space** by improving connections to open space and developing healthy commuting options

Citi Bike Expansion

- **Phase 3 Expansion plan includes** portion of district north of Cortelyou Road to be rolled out through 2024

- **Access to a network of over 20,000 bikes and 1,300 stations** in Brooklyn, Queens, Manhattan and the Bronx
Safety Benefits of Bicycle Infrastructure

Bike Lane Projects Increase Safety for All Road Users

- Markings organize the roadway
- Standard width travel lanes discourage speeding, unsafe behavior
- Bike lanes provide dedicated space for cyclists and increase predictability of cyclist location for drivers and pedestrians
- Upgraded crosswalks improve visibility and pedestrian safety

Franklin Ave, Brooklyn
Project Overview

Bicycle Network Development Toolkit

Shared Bicycle Lanes

- Sharrow 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

- Striped 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

- Striped 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
Public Outreach
Virtual Workshop

• The virtual workshop was co-hosted with Brooklyn Community Board 17 during regularly scheduled Transportation Committee meeting on February 9, 2021.

• The purpose of workshop was to solicit general feedback on expanding the bicycle network in this area and gauge sentiments regarding the trade-offs of different types of bicycle facilities.

• Workshop format included Live Polls and Breakout Rooms with opportunities for participants to annotate maps and type out ideas.

Who Attended:

• 37 workshop participants, including representatives from local community organizations, employers, and advocacy organizations

• Participants included CM Farah Louis (District 45); representatives from the offices of the Senator Persaud (District 19), Brooklyn Borough President, City Council; and members from Community Board 17.
Digital Outreach

Online Survey

Using a 28-question survey instrument, NYC DOT collected data on mode choice, trip patterns, barriers to cycling, attitudes, and perceptions of traffic safety in Brooklyn Community Board 17.

Online survey included multiple choice questions and opportunities to provide written feedback.

Project Portal Feedback Maps

The project portal has two feedback maps that provide opportunity to give specific location-based feedback.

https://nycdotprojects.info/bk-cb17-bnd

Suggest New Bike Routes Feedback Map

Location Feedback Map
Pop-Up Outreach Locations (June & July 2021)

1. Flatbush Ave and Beverly Rd
2. Rolph Henry Playground, Clarkson Ave and New York Ave
3. Clarkson Ave and E 39th St
4. Avenue D and Utica Ave
5. Avenue D and Troy Ave
6. Paerdegat Park, Albany Ave &, Foster Ave
7. Amersfort Park, E 38th St and Ave J
8. Church Ave & Nostrand Ave
9. Church Ave & Bedford Ave
10. Church Ave & Utica Ave
11. Flatbush Ave and Foster Ave
12. Nostrand Playground, Nostrand Ave and Foster Ave
13. E 32 St and Flatbush Ave
14. E New York Ave & Rockaway Parkway
15. Railroad Playground, E 92nd St and Ditmas Ave
16. Rockaway Pkwy and Church Ave
Survey Participation:

A total of 757 people participated in the survey over the course of the summer, of which:

- **308 in-person surveys** were administered across 16 different DOT pop-up outreach stations in CB17.
- **448 digital** were self-administered via online and QR flyers.
- **66% (501)** of participants identified as cyclists.
- **31% (232)** of participants identified as pedestrians.

Flyers with web links and QR code were posted along commercial corridors and shared on social media.

NYC DOT Street Ambassadors interacting with community members at Pop-Up Outreach Events
What we heard

Cycling Safety Feedback:

About two thirds (65%) of respondents reported unsafe cycling conditions when cycling in this neighborhood.

Cyclists rated overall bike connections in the district as less than satisfactory.

Most cyclists say they feel the safest riding on bike lanes that are physically separated from traffic.

How safe do you feel from traffic cycling in this area?

*Responses from cyclists

65% of cyclists reported feeling unsafe cycling in this area

8% Very Safe
16% Some Safe
11% Neutral
30% Somewhat Unsafe
35% Very Unsafe

How would you rate the current bike connections in this neighborhood?

*Responses from cyclists

AVG Rating: 1.9

1 - Poor
5 - Excellent

Source: Public survey of individuals within CB17 boundaries conducted over Summer 2021. Data collected on-street and digitally via online and QR codes. Display values rounded.
Bike Network Expansion in CB17:

72% of respondents support the idea of expanding the current bicycle network in this neighborhood.

61% of respondents would feel most comfortable seeing protected bike lanes in their neighborhood.

81% are in favor of seeing existing shared or standard bike lane routes upgraded to protected routes.

How do you feel about expanding the bicycle network in this area?

- 72% support the idea
- 13% support but with some concerns
- 9% do not want to see expansion
- 7% are not sure

What types of bicycle lanes would you feel most comfortable seeing in the neighborhood?

- 61% support protected bike lanes
- 28% support conventional bike lanes
- 9% support existing shared bike lanes
- 2% do not want to see any lanes

Would you like to see existing shared or standard bike lane routes upgraded to protected routes?

- 81% support the upgrade
- 10% do not support
- 9% are not sure

Source: Public survey of individuals within CB17 boundaries conducted over Summer 2021. Data collected on-street and digitally via online and QR codes. Display values rounded.
Bicycle Route Opportunities
Project Focus Area

Network Development Goals

Improve safety for all road users

Close gaps in bicycle network

- Connections to local destinations and transit
- Connections to adjacent neighborhoods
- Connections to parks and greenways

LEGEND

Existing Bicycle Facilities

- Protected Path
- Bicycle Lane
- Shared Lane
- Signed Route
Project Focus Area

Network Expansion

Constraints

Street Network Barriers

- High-Traffic Thoroughfares
  - Truck routes
  - Bus lane corridors
- Complex intersections
- Superblocks
- Train tracks

LEGEND

Existing Bicycle Facilities
- Protected Path
- Bicycle Lane
- Shared Lane
- Signed Route
BICYCLE LANE NETWORK EXPANSION OPPORTUNITIES

Add new cycling routes to key destinations
- **North South** connections
- **East West** connections

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

**LEGEND**
- Route Opportunities
- Existing Bicycle Facilities
  - Protected Path
  - Bicycle Lane
  - Shared Lane
  - Signed Route
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

Route Opportunities

Standard Bicycle Lanes
One-way Streets

Standard Bicycle Lane Connections

Existing

30’
Combined
Travel/Parking
Lane

30’

Proposed

17’
Shared
Lane

5’

8’
Parking
Lane

30 Foot Wide Project Corridors
- Snyder Av (Bedford Av to Nostrand Av)
- Cortelyou Rd (Bedford Av to Brooklyn Av)
- E 40 St
- E 51 St & E 52 St
- E 88 St
- E 54 St (Remsen Ave to Winthrop St)
- Linden Blvd Service Rd (Avenue A to Rockaway Pkwy)
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

Route Opportunities

Standard Bicycle Lanes
Two-way Streets

Standard Bicycle Lane Connections

Existing

22' Combined Travel/Parking Lane

Proposed

8' Parking Lane 5' Travel Lane 11' Travel Lane 12' Travel Lane 8' Parking Lane

44 Foot Wide
Project Corridors
- New York Av & Brooklyn Av
- Albany Av
- Schenectady Av (Clarendon Rd to Snyder Av)
- Snyder Av (Nostrand Av to Ralph Av)
- Beverly Rd

50 Foot Wide
Project Corridors
- Remsen Av (Avenue A to District Boundary)
**Route Opportunities**

**Shared Lanes  
Two-way Streets**

**Shared Lane Connections**

**Proposed Typical Design**

**Shared bicycle lanes connect to network**
- Provide wayfinding for cyclists – fill gaps in network where protected & standard bicycle lanes not feasible
- Connect between north-south & east-west routes
- **No parking loss or travel lane removal**

**Project Corridors**
- Cortelyou Road (Brooklyn Av to Schenectady Av)
- Ave H (New York Av to Albany Av)
Potential Protected Bike Lanes
What we heard

Support for Protected Bike Lanes:

» **Most cyclists** say they **feel the safest riding on greenways/off-street paths and protected bike lanes.**

» Among those who do not currently bike, **71%** would be encouraged to ride more often if there were **more protected bicycle lanes.**

» **81%** are in favor of seeing **existing shared or standard bike lane routes upgraded to protected routes.**

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How would you rate your level of comfort when riding a bicycle in the following conditions?

*Responses from cyclists*

<table>
<thead>
<tr>
<th>Comfort Level</th>
<th>Standard Lanes</th>
<th>Protected Bike Lanes</th>
<th>Greenways/Off-St Paths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Uncomfortable</td>
<td>9%</td>
<td>6%</td>
<td>7%</td>
</tr>
<tr>
<td>Uncomfortable</td>
<td>18%</td>
<td>17%</td>
<td>15%</td>
</tr>
<tr>
<td>Somewhat Comfortable</td>
<td>35%</td>
<td>31%</td>
<td>21%</td>
</tr>
<tr>
<td>Comfortable</td>
<td>27%</td>
<td>42%</td>
<td>55%</td>
</tr>
<tr>
<td>Very Comfortable</td>
<td>10%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

What type of change would most encourage you to bike more often?

*Respondents could select multiple options

**Responses from both pedestrians and cyclists**

- Safer Traffic Safety Conditions: 72%
- More Protected Bike Lanes: 71%
- Improved Road Surfaces: 55%
- More Standard Bike Lanes: 50%
- More Awareness About Bike Safety: 39%
- More Parking for Bikes: 37%
- More People Riding Bikes: 29%
- Better Access to Bikes: 29%

Source: Public survey of individuals within CB17 boundaries conducted over Summer 2021. Data collected on-street and digitally via online and QR codes. Display values rounded.
Potential Protected Bike Lanes

Upgrade Existing Bicycle Lanes

Rockaway Parkway

High Crash Corridor
- Rockaway Pkwy is a Vision Zero Priority Corridor
- Ranks within the 10% of high crash corridors in Brooklyn

Upgrade to Protected Bike Lane
- Suggested in public outreach
- Wide width
- Further traffic analysis needed to inform design
- Some parking loss anticipated

Existing Condition: Standard Lane

Protected bike lanes improve safety and comfort
- Organize roadway, calm traffic
- Provide dedicated space and wayfinding for cyclists
- Cyclists protected by buffer and bollards
Potential Protected Bike Lanes

Additional Protected Bicycle Lane Routes

Protected bike lanes improve safety and comfort
- Organize roadway, calm traffic
- Provide dedicated space and wayfinding for cyclists
- Cyclists protected by buffer and bollards

Street designs that include protected bike lanes increase safety for all users
-15% drop in all crashes with injuries
-21% drop in pedestrian injuries

Expanding Protected Lane Network to CB17
- NYC has over 550 miles of protected bike lanes
- Nearest protected bike lanes located outside of district
- Requests for north-south and east-west protected bicycle lane corridors in East Flatbush area.

Making Space for Protected Bike Lanes
- Narrow corridors typically require reduction in parking, travel lanes, or one-way conversion
- Further traffic analysis needed to inform design
Next Steps
Next Steps and Project Timeline:

**Tonight**
- Discuss Standard and Shared Bicycle Lane Network Opportunities

**Winter 2021-2022: Return to Board with Project Proposal**
- Proposal to Upgrade Rockaway Parkway to Protected Bicycle Lane

**2022: Project Implementation + Additional Project Proposals**
- Implementation of Project Proposals
- Proposals for Additional Protected Lane Projects
THANK YOU!