Brownsville Pedestrian and Cyclist Improvements

Presented to Brooklyn Community Board 16

April 8, 2021
Background
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Community-Led Planning

Planning Workshops (2011-2014):

- Seven workshops throughout Brownsville and East New York
- Resulted in a comprehensive bike plan for CB 16 and CB 5
- Focused on establishing bike routes with standard bike lanes, shared lanes, and signage
- Identified areas for improvement, destinations of interest, and potential bicycle routes

2014 Maps

Mother Gaston Blvd, Brownsville
Background

Community-Led Planning

Mobile Workshops (2016):
• Six workshops conducted at existing community events and high-traffic locations in both CB 16 and CB 5
• Included feedback on cycling destinations, route preference, and surveys

Repeated requests for better bike connections to Brownsville Rec Center & Canarsie Pier (Surveys, Workshops)
Background

Community-Led Planning

Survey Comments
“Will appreciate more bike lanes. My priority routes are connections to Canarsie Pier and Highland Park.”

“It would be nice to have bike paths here, especially when traveling with children.”

“My route priorities are Eastern Parkway so that I can get to Prospect Park. Also, I would like to see a bike connection to Canarsie Pier.”

The Brownsville Plan (2017) calls for expansion of the bike network and pedestrian improvements.
Background

Progress in Bike Routes

- 29+ lane miles of bike facilities installed in CB 5 and CB 16 (2013-2018)
- 3+ lane miles of protected bike lanes installed in CB 5 in 2018 and 2019
- 600+ bike racks installed in CB 16 and CB 5
Safety – Protected Bike Lanes

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

on streets where protected bike lanes were installed 2007-2017

- The number of injuries to people biking increased only slightly, despite a 61% increase in bike volumes.*
- The cyclists crash rate at intersections decreased 51% on one-way Manhattan Avenues.**

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  *Based on total volume change for 12 hour weekday (in season) before/after counts on protected bike lanes in this study  **Based on DOT study Safer Cycling
Proposal
Connect Community Destinations to the Community with Protected Bicycle Lanes

Improve Safety & Mobility

1. Commercial core of Brownsville, bicycle connection to Highland Park and Eastern Parkway
2. Brownsville Recreation Center
3. Breukelen Playground & Ballfields
4. Shirley Chisholm Park & Jamaica Bay Greenway
Connect Rest of Brownsville Neighborhood to the Rec Center

Provide a low-stress bicycle connection

**North of Livonia Ave**
- Take advantage of the width of Powell St and Sutter Ave to calm traffic and add a protected bike connection

**South of Livonia Ave**
- Use Powell St and Sackman St as a pair of low-traffic one-way neighborhood streets that directly connect cyclists to the Brownsville Rec Center via Hegeman Ave
Connect Rest of Brownsville Neighborhood to the Rec Center

What is a low-stress bicycle connection?

No

Powell St, BK

Yes

Kent Ave, BK
Powell St

Protected Bicycle Lanes

- Two-way bike lane along the west curb
- Shorten crossing distances for pedestrians
- Install painted pedestrian islands in advance of a capital project, which will build them out in concrete and include street trees
- Removes approximately three parking spaces per block for pedestrian safety treatments at intersections (9 total)
Powell St

Protected Bicycle Lanes

- One-Way protected bike lane on the west curb
- Cyclists protected from vehicles
- Shorten crossing distances for pedestrians
- Removes approximately three parking spaces per block for pedestrian safety treatments at intersections (6 total)
Powell St & Sackman St

One-Way Paired Bicycle Lanes

- A one-way bike lane on both Powell St and Sackman St between Livonia Ave and Hegeman Ave
- Dedicated space for cyclists on low-traffic neighborhood streets
- One-block connecting routes on Sutter Ave and Livonia Ave
Hegeman Ave to Brownsville Rec Center

Two-way protected bicycle lane

- A two-way protected lane on the south side of Hegeman Ave between Powell St and the Brownsville Rec Center entrance at Christopher Ave
- Allows cyclist safer method to access the Rec Center
- Path uses 400’ of existing No Parking and No Standing space on the south side of Hegeman Ave, so there is no parking loss
Develop a protected bike lane connection that crosses Linden Blvd and connects to greenway
Summary
Summary

Connecting Communities to Amenities

- Create a low-stress bicycle connection from places where people live and work to the Brownsville Center
- Improve safety for all road users while expanding mobility for cyclists
- Build upon these improvements for cyclists with additional improvements that expand access to greenway destinations (Shirley Chisholm Park, Canarsie Pier)
Thank You!

Questions?