



EAST NEW YORK SAFETY IMPROVEMENTS & BICYCLE NETWORK FOUNTAIN AVE, HINSDALE ST, SNEDIKER AVE

June 26, 2017



PRESENTATION OVERVIEW

Background

Community Engagement

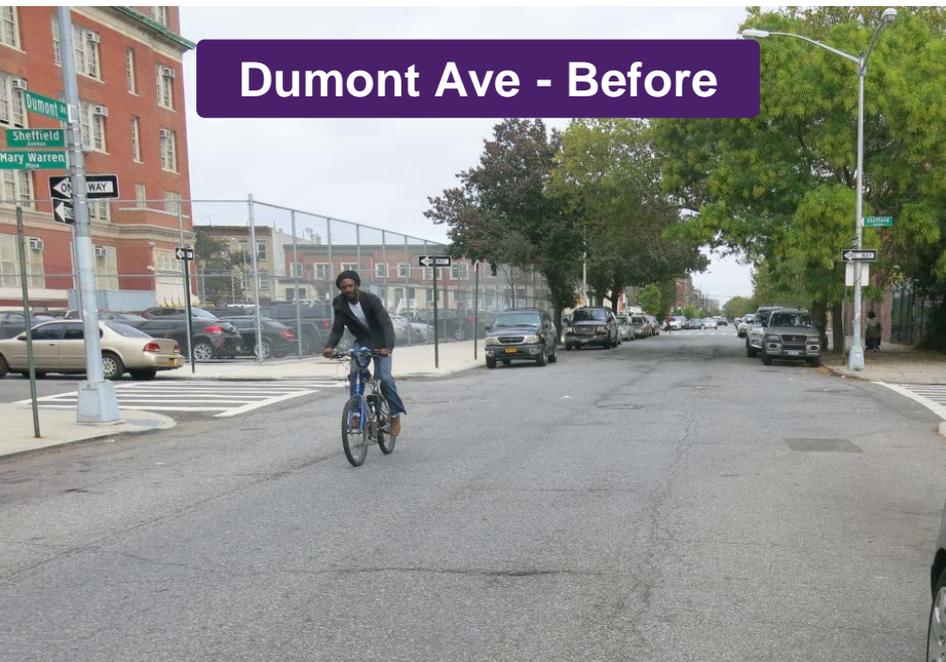
Project Proposals

Summary



East New York Bike Network

- Existing bicycle network implemented from 2013 to 2015
- Developed through a multi-year community outreach process, including community workshops
- Increased safety for all street users with pedestrians and cyclists receiving the biggest safety gains



Bike Lane Projects Increase Safety for All Road Users

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



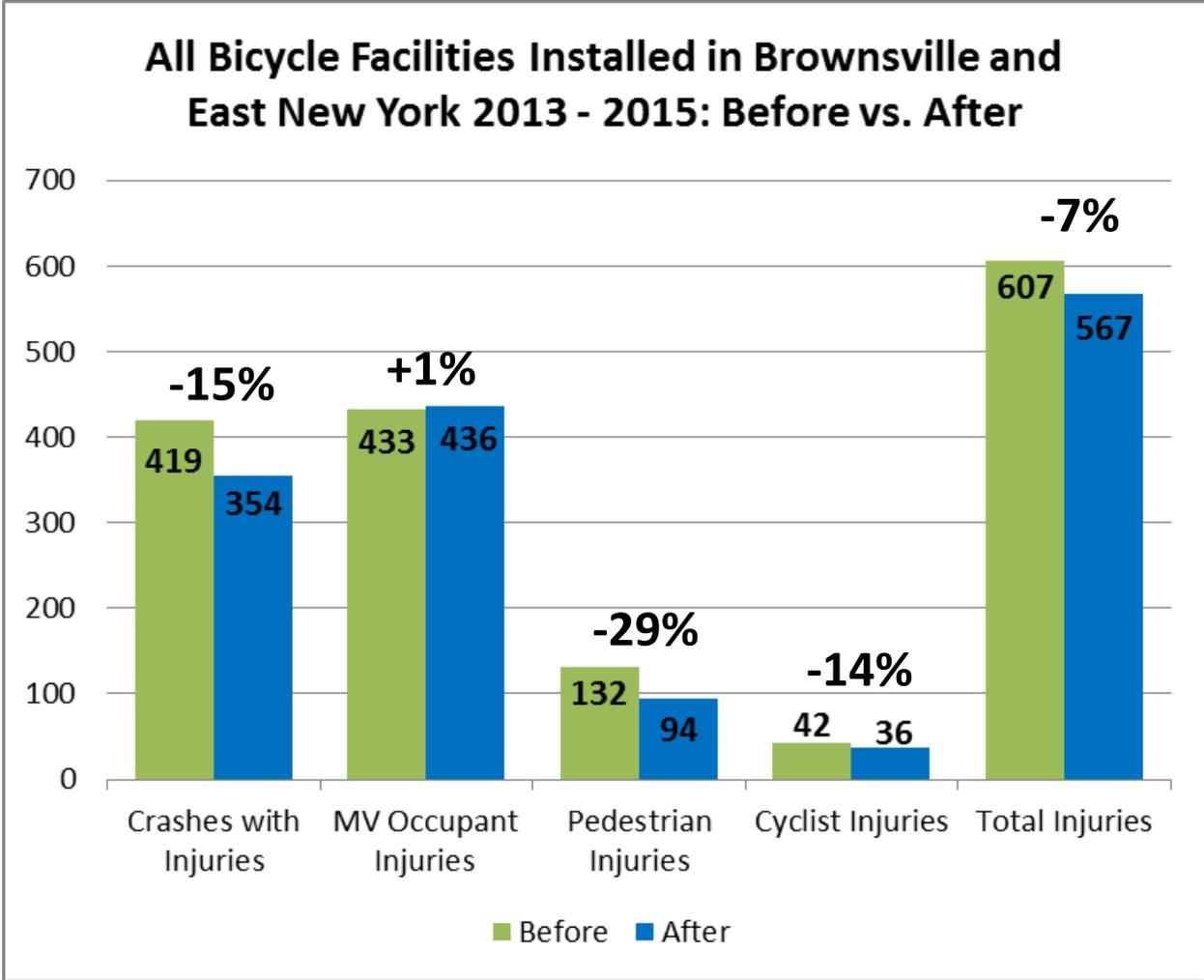
Van Siclen Ave, BK

Bike Lanes Improve Safety for All Road Users

Before vs After

27+ lane miles of bike facilities installed in CB 5 and CB 16 2013-2016

15% reduction in crashes with injuries on streets where bike facilities were added



Bicycle lane projects include the following: With three years of after data are Mother Gaston Blvd (Liberty-Linden), Pitkin Ave (Howard-Powell), Hendrix St (Liberty-New Lots), Schenck Ave (Liberty-New Lots), New Lots Ave (Hegeman-Dumont), Pennsylvania Ave (Linden-Seaview); with two years of after data are Van Siclen Ave (New Lots-Vandalia), Vandalia Ave (Van Siclen-Pennsylvania), Thomas Boyland St (Hegeman-Pacific), Saratoga Ave (East New York-Newport); with one year of after data are Pitkin Ave (Powell-Fountain), Blake Ave (Saratoga-Fountain), Dumont Ave (Snediker-Fountain). Source: NYPD AIS/TAMS Crash Database

East New York Bike Network – Proposed Expansion

Additional outreach conducted from Summer 2016 – Winter 2017

Potential projects presented to CB 5 Transportation Committee in February 2017

Project specific community outreach in collaboration with CB 5 May – June 2017



Cypress Hills Public Library, May 2017



Fountain Ave & Wortman Ave, June 2017

Quote of the Day from June Outreach:

“There are a lot of trucks that pass by here, we need safer streets.”

Proposed New Projects

1 Hinsdale St / Snediker Ave

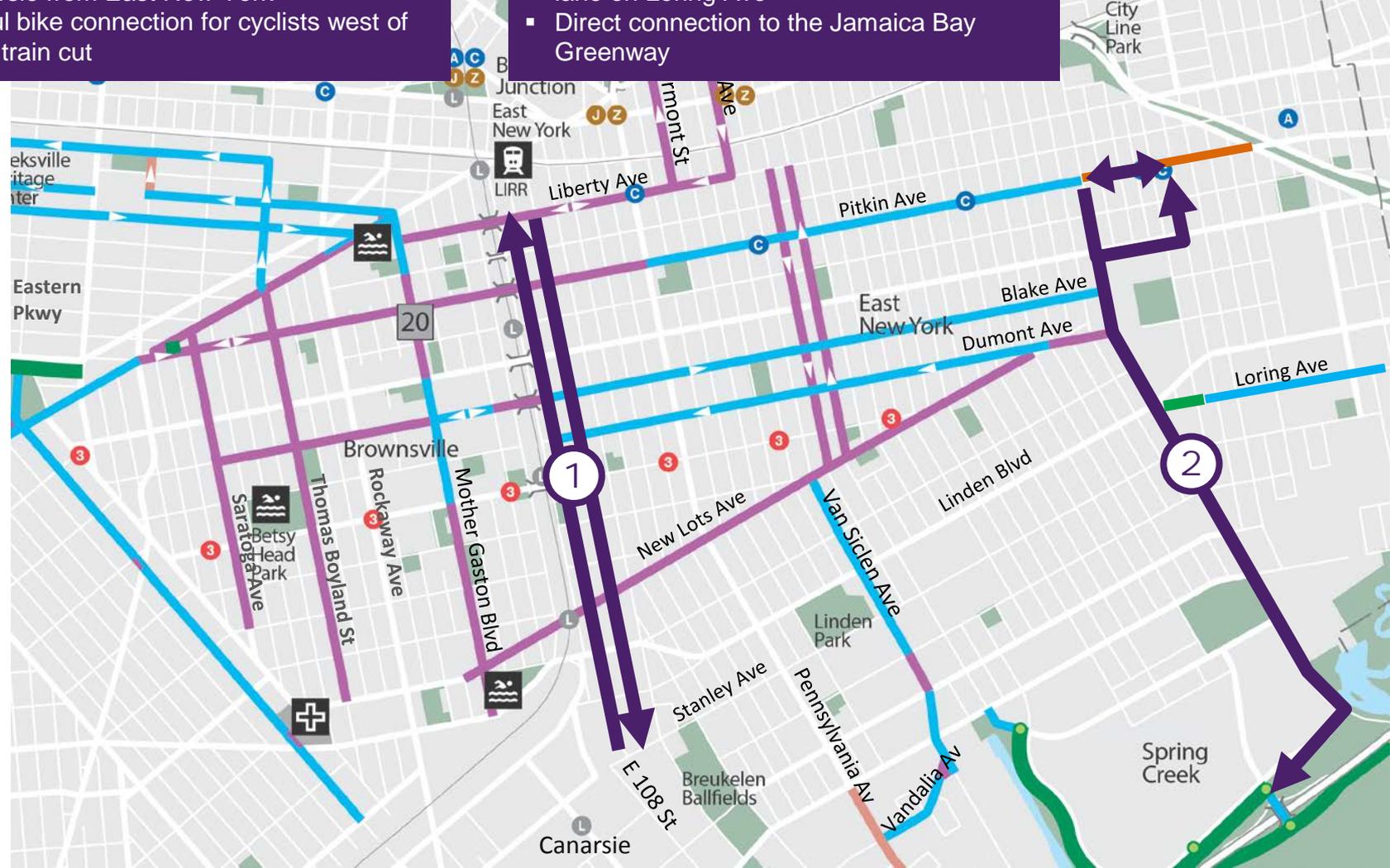
- Connects to existing bike routes on Liberty, Pitkin, Blake, Dumont, and New Lots Aves
- Best option for crossing Linden Blvd
- Makes a neighborhood street connection to Canarsie from East New York
- Useful bike connection for cyclists west of the L train cut

2 Fountain Ave

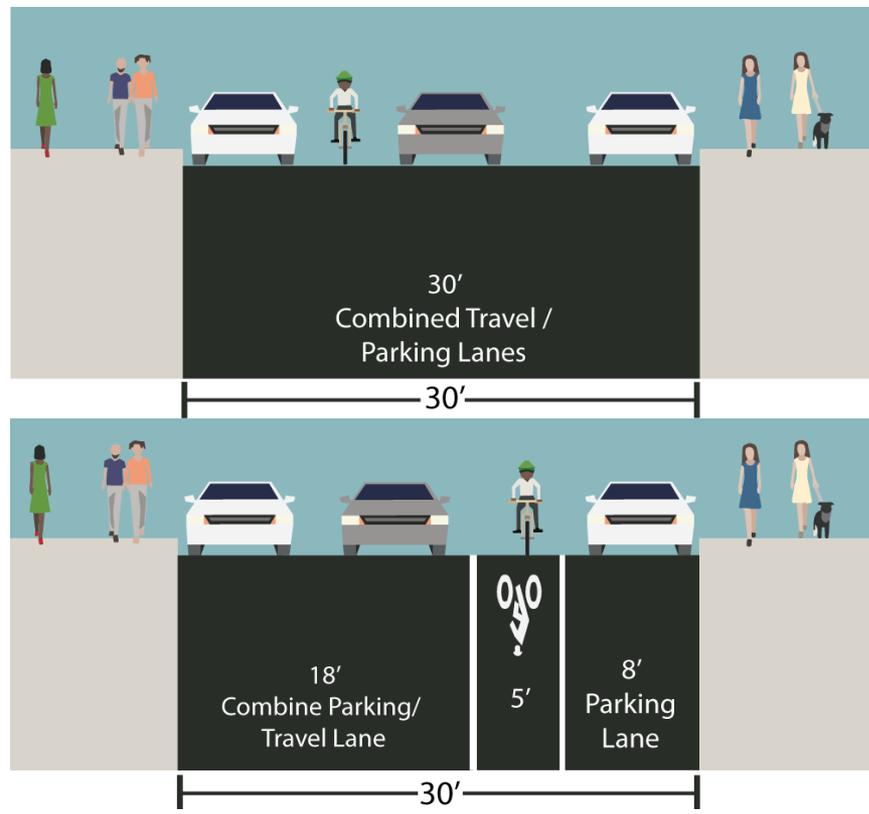
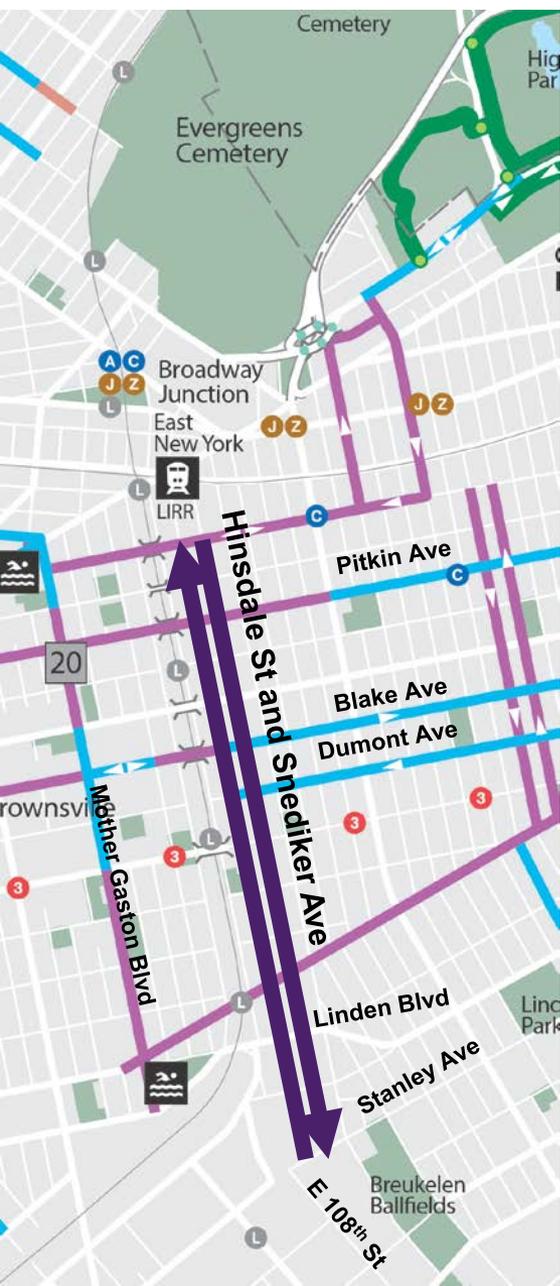
- Creates a protected bike lane that connects to existing neighborhood bike routes on Pitkin, Blake, and Dumont Aves
- Connects to the recently installed protected lane on Loring Ave
- Direct connection to the Jamaica Bay Greenway

LEGEND

- Proposed Bicycle Route (purple double-headed arrow)
- Existing Bicycle Facilities
 - Protected Bicycle Path (green line)
 - Bicycle Lane (blue line)
 - Shared Lane (pink line)
 - Signed Route (orange line)

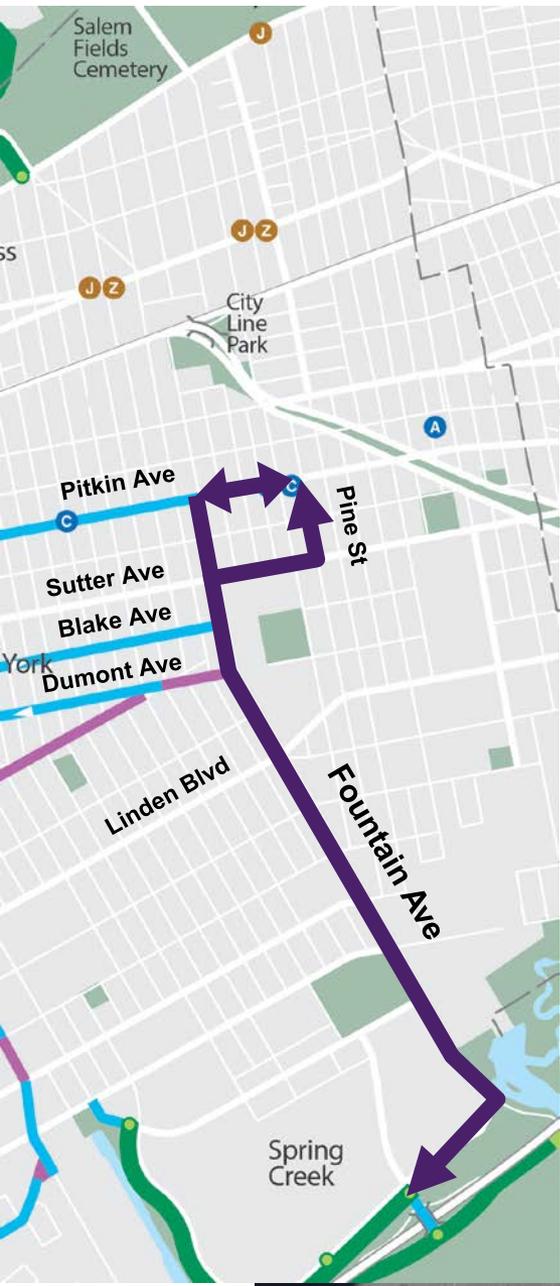


1 HINSDALE ST & SNEDIKER AVE

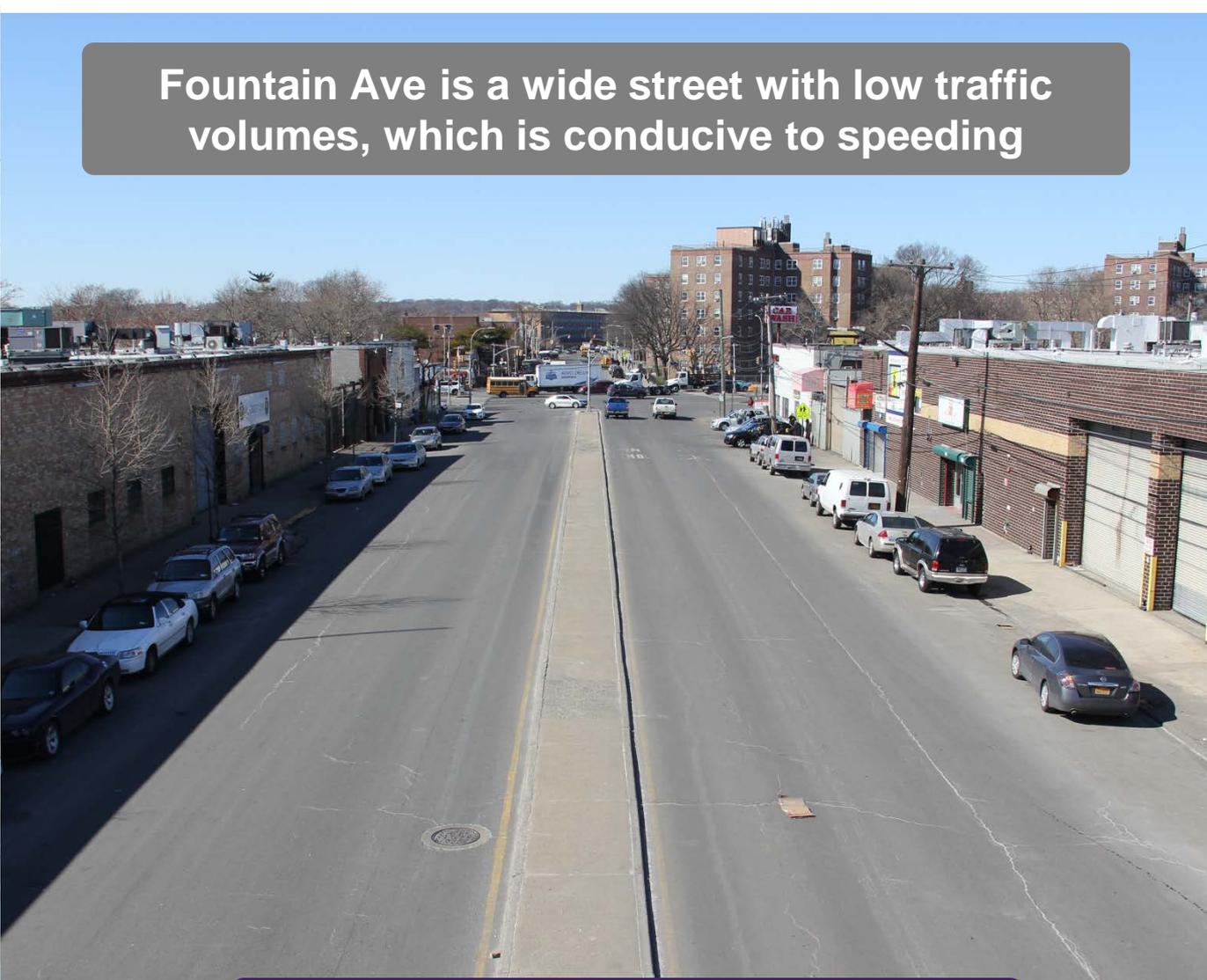


- **Standard width travel lane** accommodates all vehicles, improves predictability, easier for pedestrians to cross
- **Bike lane** creates dedicated, predictable space for cyclists, separate from moving vehicles, discourages sidewalk riding to reduce pedestrian conflicts
- Re-design of roadway has **no parking loss and no impact on vehicle capacity.**

2 FOUNTAIN AVE

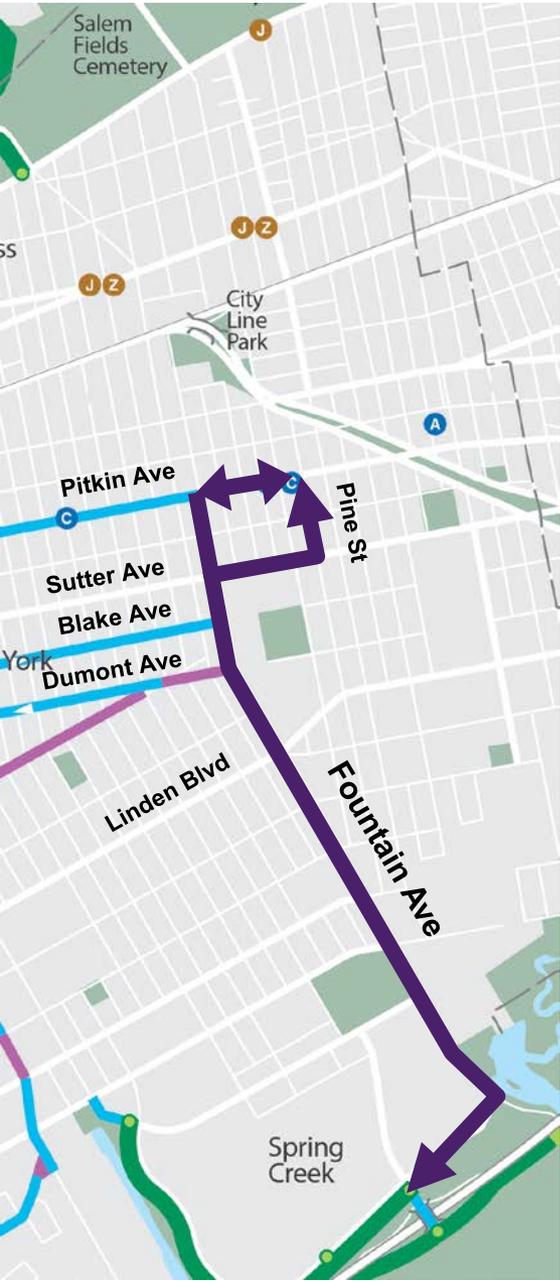


Fountain Ave is a wide street with low traffic volumes, which is conducive to speeding



73% of northbound and 63% of southbound vehicles are speeding

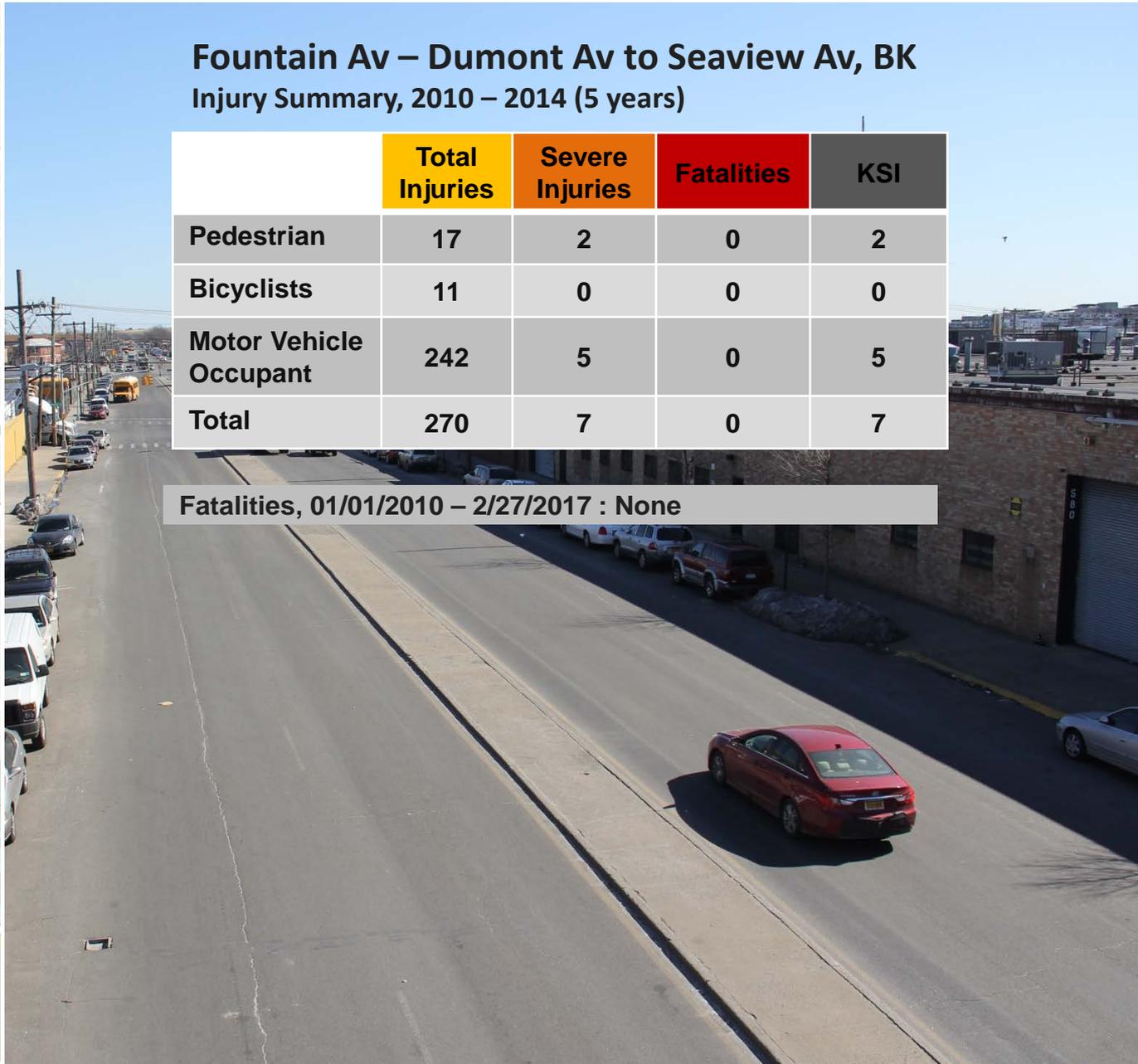
FOUNTAIN AVE: Safety Data



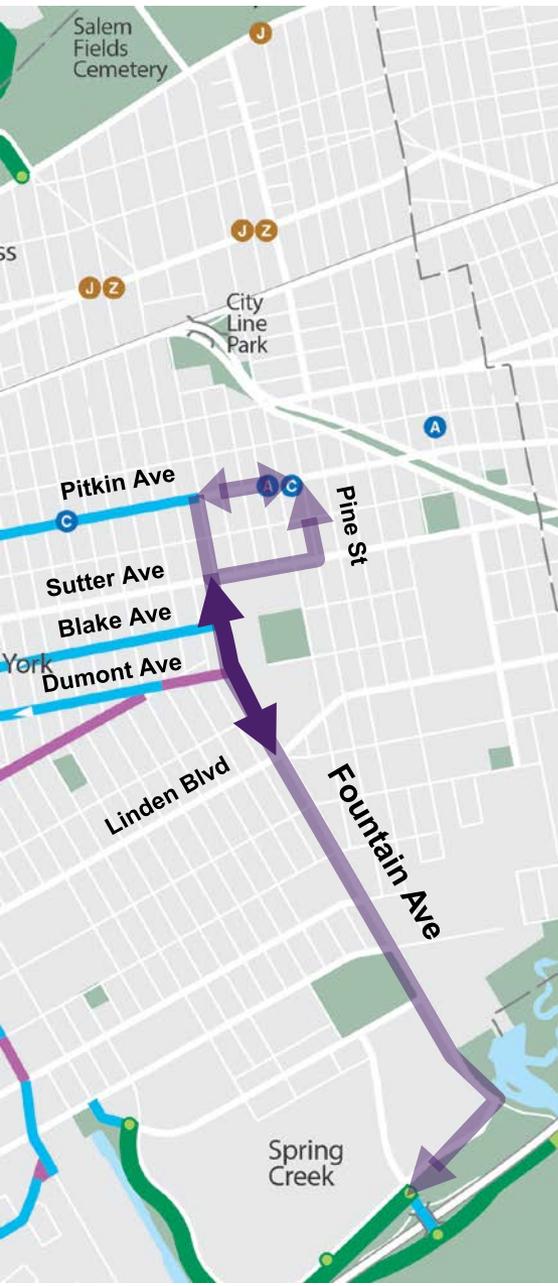
Fountain Av – Dumont Av to Seaview Av, BK Injury Summary, 2010 – 2014 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	17	2	0	2
Bicyclists	11	0	0	0
Motor Vehicle Occupant	242	5	0	5
Total	270	7	0	7

Fatalities, 01/01/2010 – 2/27/2017 : None



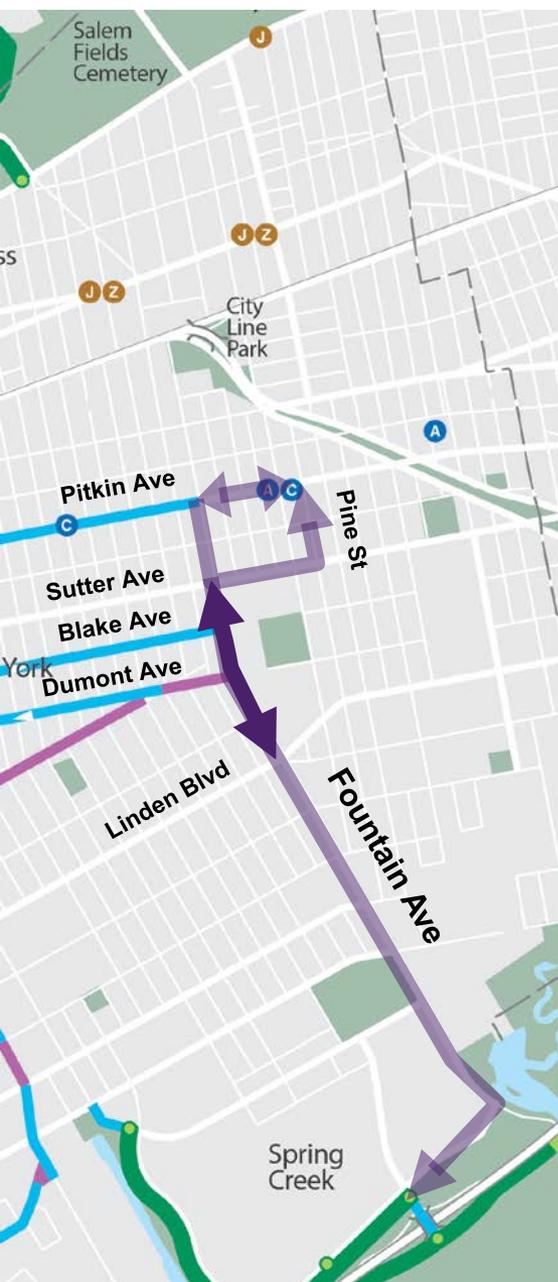
FOUNTAIN AVE: North of Linden Blvd – Existing Conditions



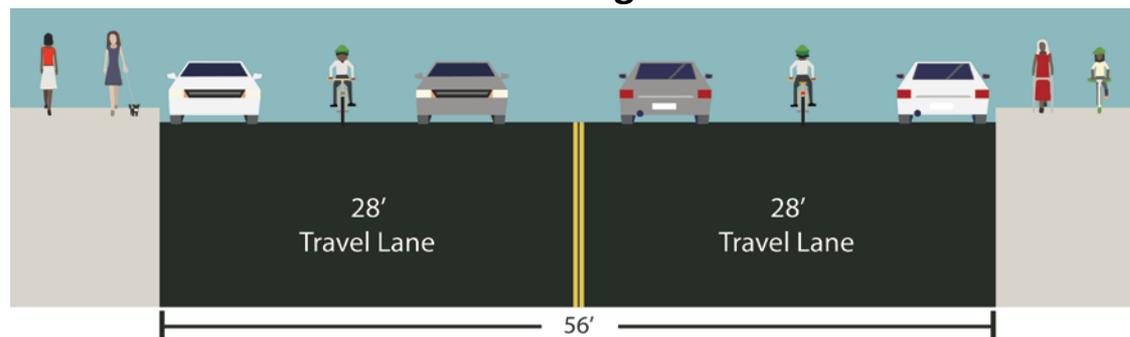
EXISTING CONDITIONS

- Wide roadway creates disorganized street, increasing potential for turning conflicts
- Long crossing distances for pedestrians
- No dedicated space for cyclists despite connections to existing bike lanes on Blake Ave, Dumont Ave and Pitkin Ave

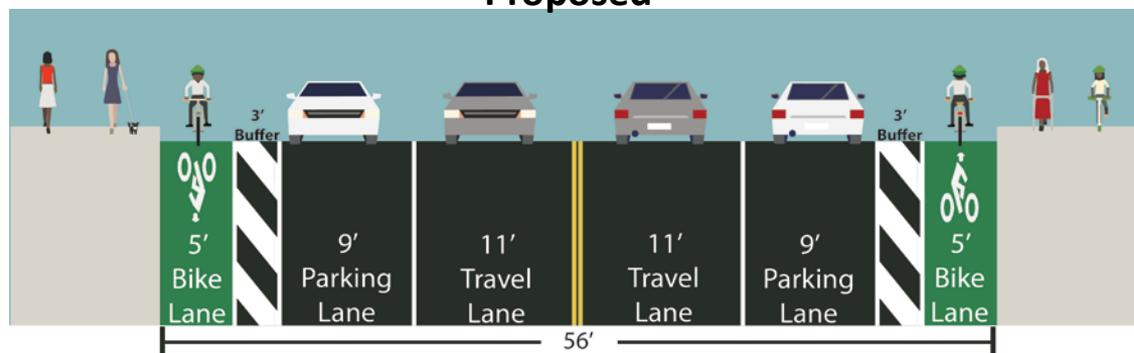
FOUNTAIN AVE: North of Linden Blvd



Existing



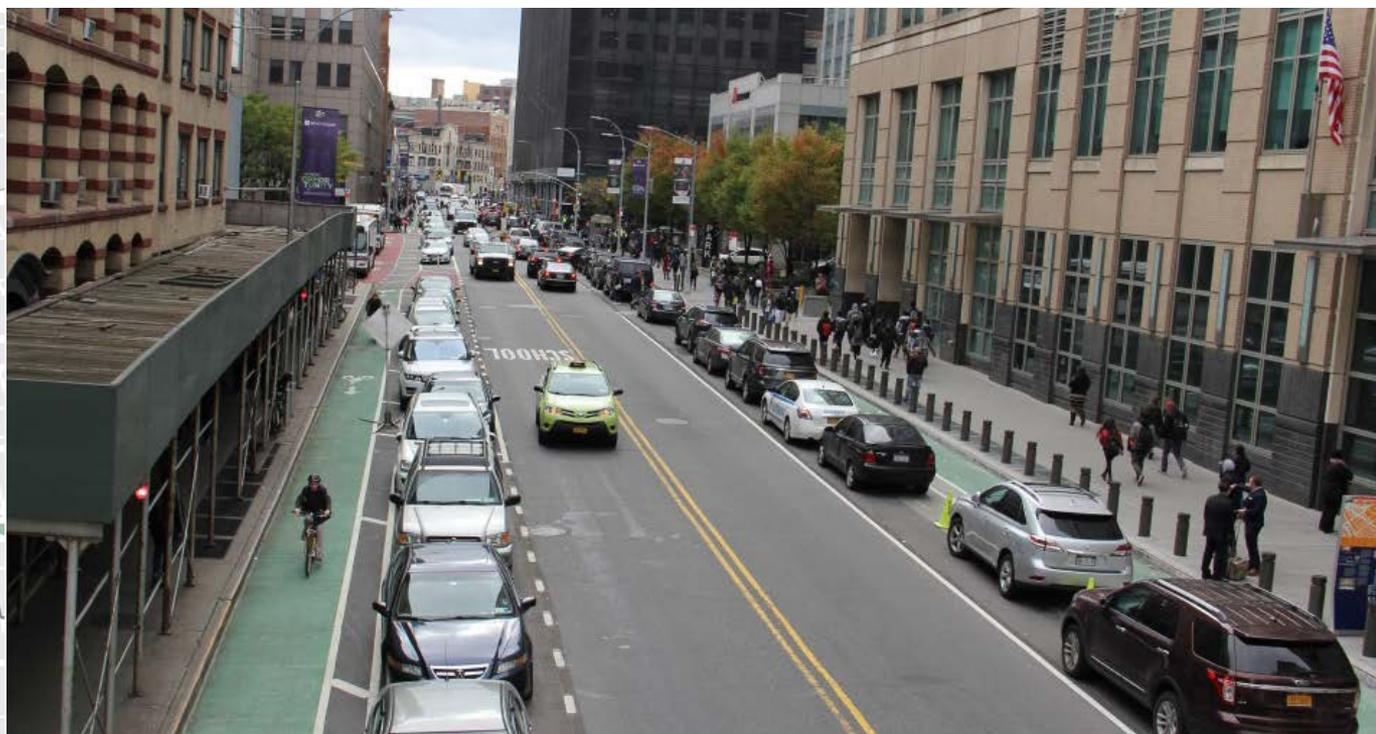
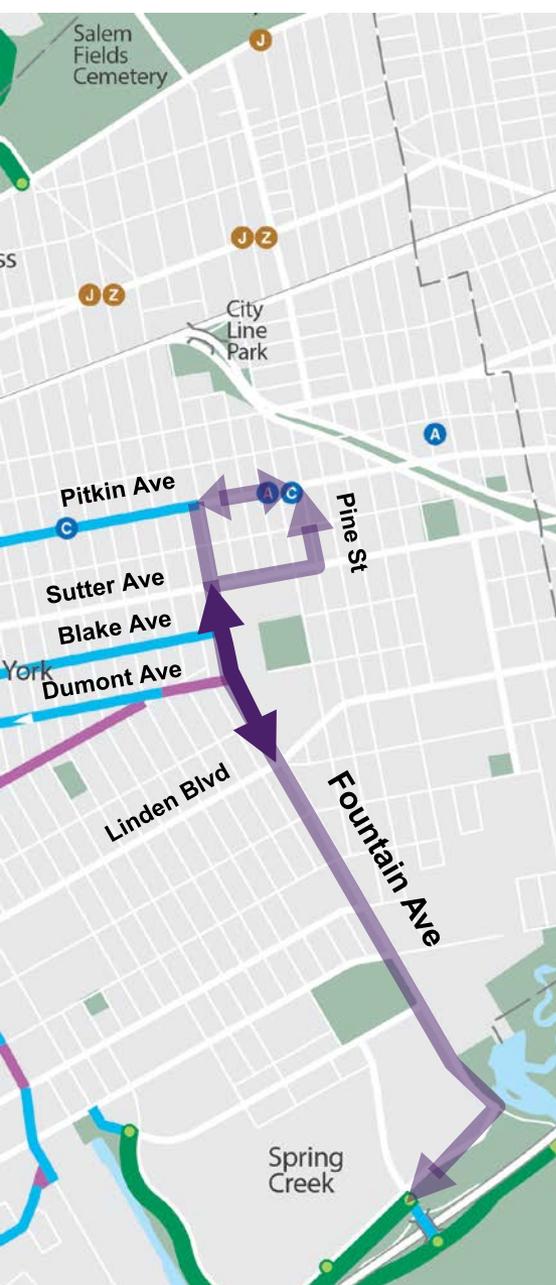
Proposed



Proposal

- Narrow the roadway to reduce crossing distances and calm traffic
- Create a bike lane protected by parked cars
- Remove four parking spaces to improve pedestrian and cyclist visibility at intersections

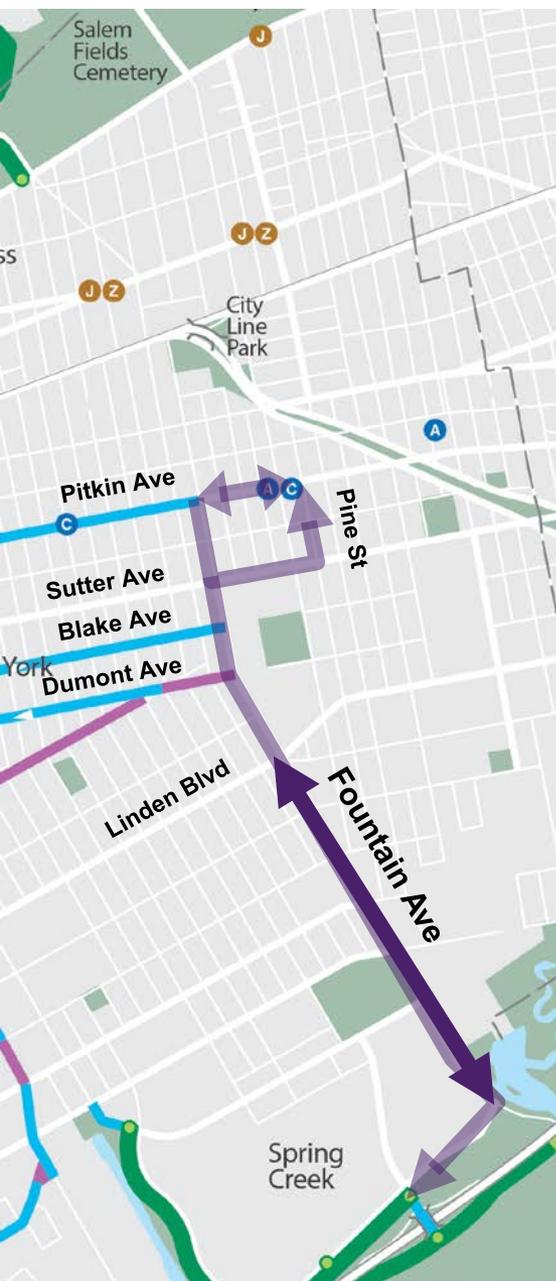
Protected Bike Lanes



- Protected bike lanes place the parking lane outside the bike lane
- People biking are protected by the row of parked cars
- Pedestrians have a shorter distance when crossing the street

On other corridors with protected bike lanes, injuries across all road users have dropped by 20%

FOUNTAIN AVE: South of Linden Blvd

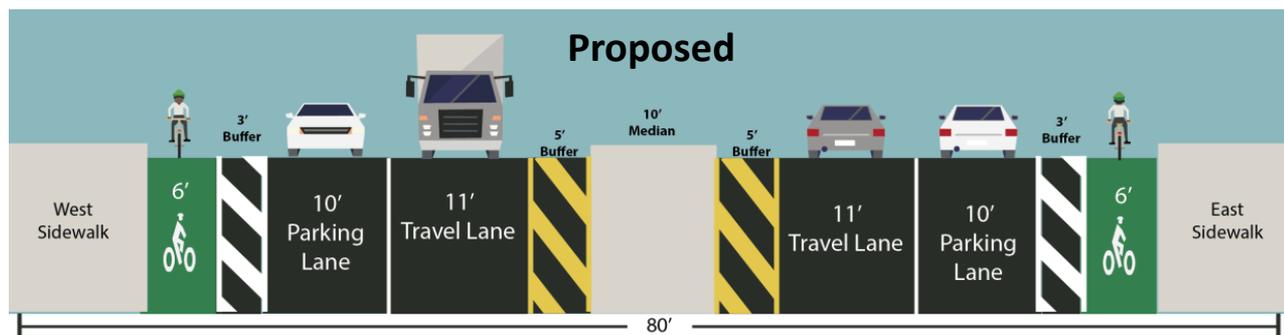
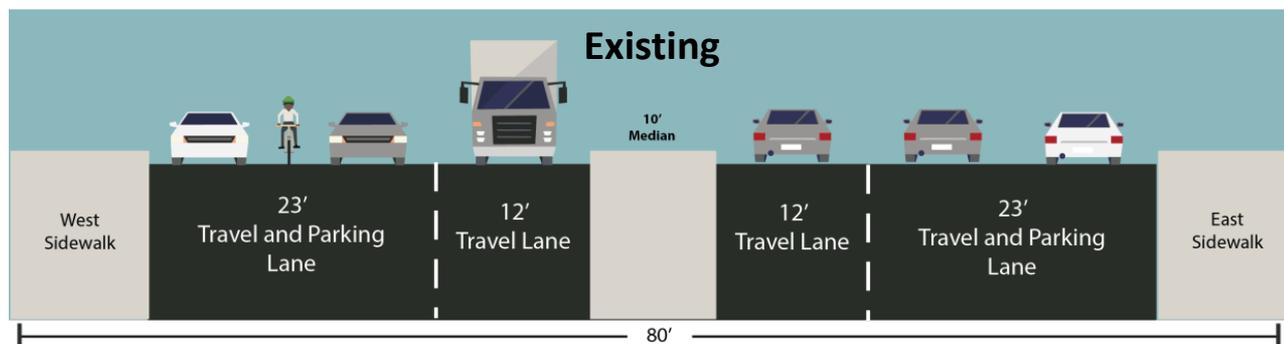
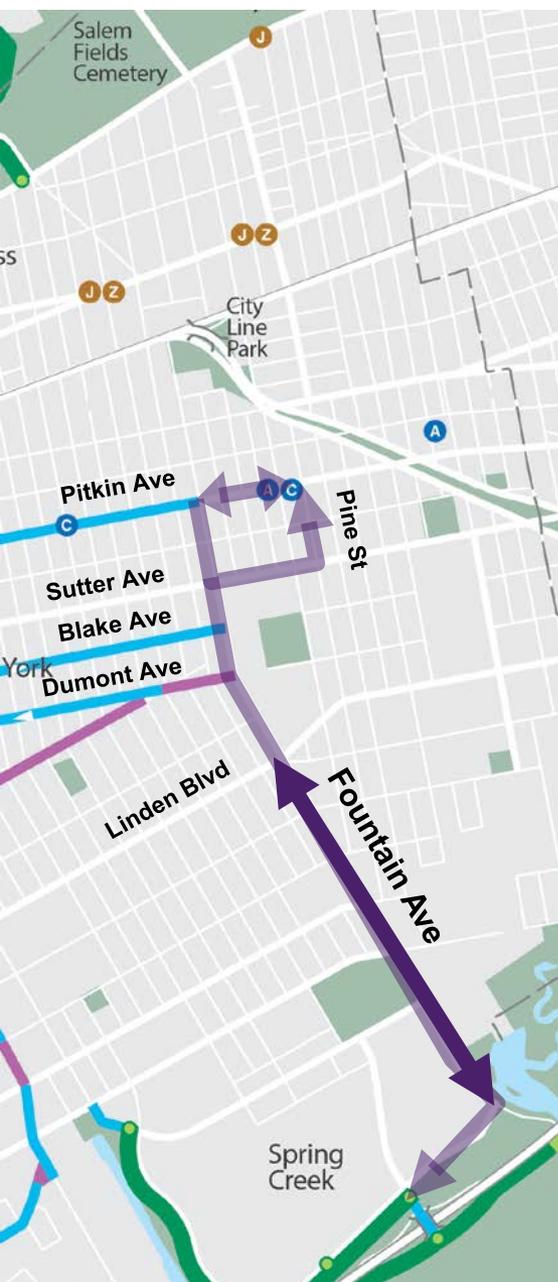


EXISTING CONDITIONS

- Relatively low vehicle volumes compared to roadway capacity
- Approximately 400-600 vehicles per hour during AM and PM peaks
- Long crossing distances for pedestrians

Source: Radar speed study taken on April 27, 2017 btw. Stanley Ave and Wortman Ave on Fountain Ave

FOUNTAIN AVE: South of Linden Blvd



Proposal

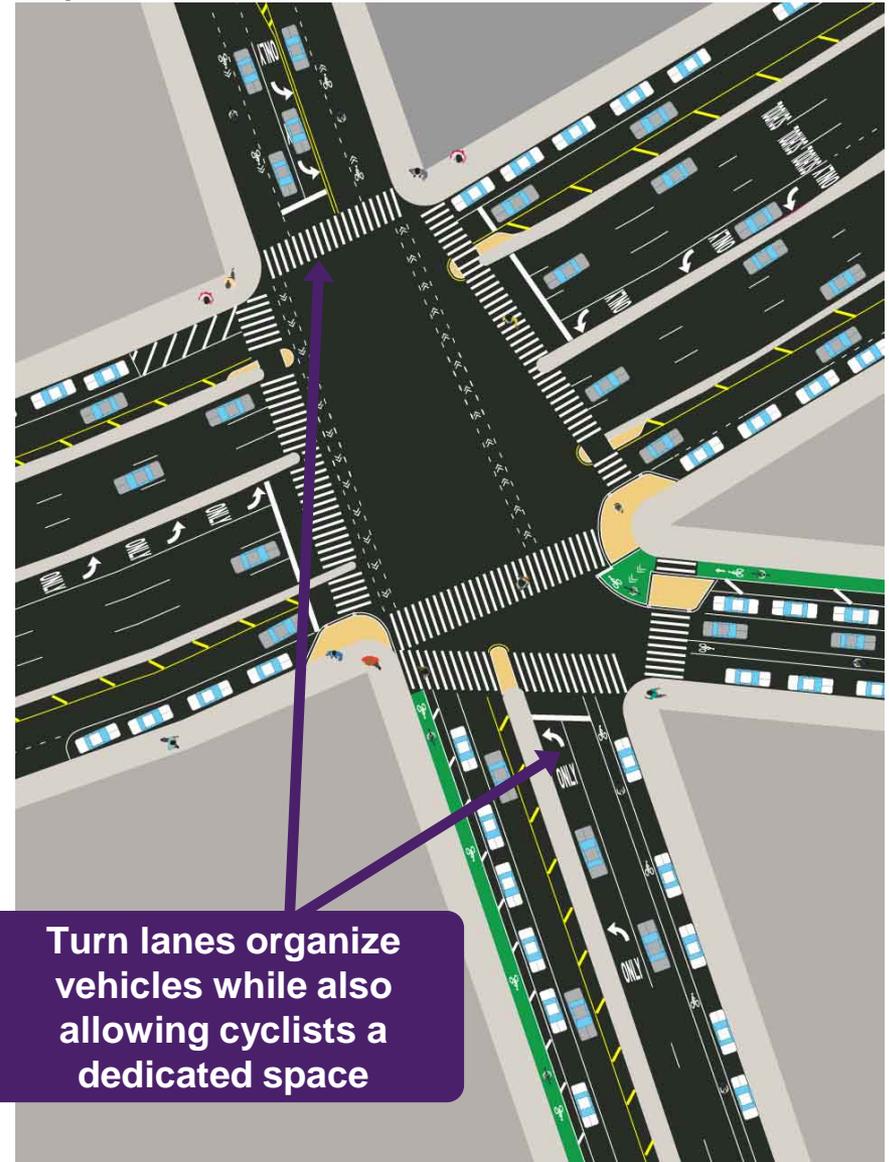
- Remove one travel lane in each direction to calm traffic and organize the roadway
- Reduce crossing distances for pedestrians
- Install a parking protected bicycle lane to improve the cycling experience on Fountain Ave while providing better access to the Jamaica Bay Greenway from residential areas of the neighborhood
- Remove 18 parking spaces to improve pedestrian and cyclist visibility at intersections

FOUNTAIN AVE: At Linden Blvd

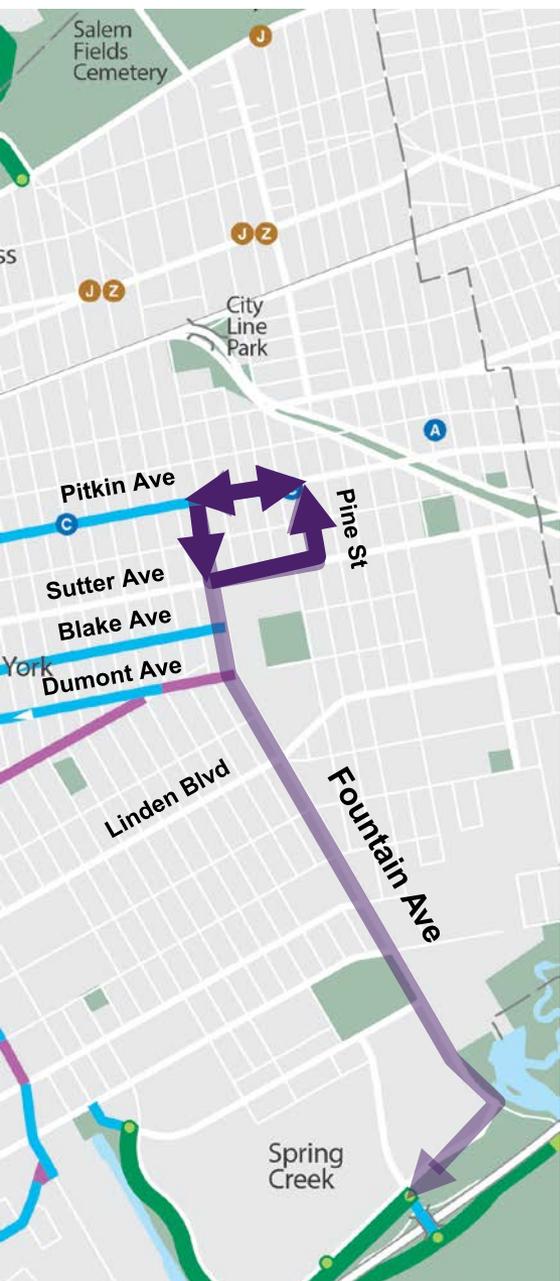
Existing



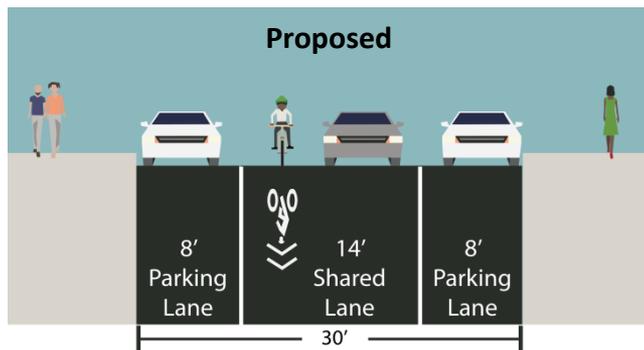
Proposed



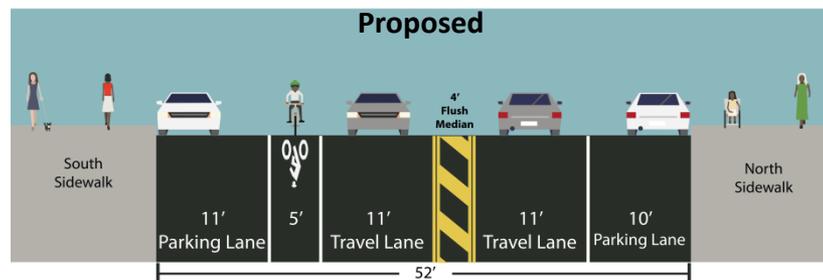
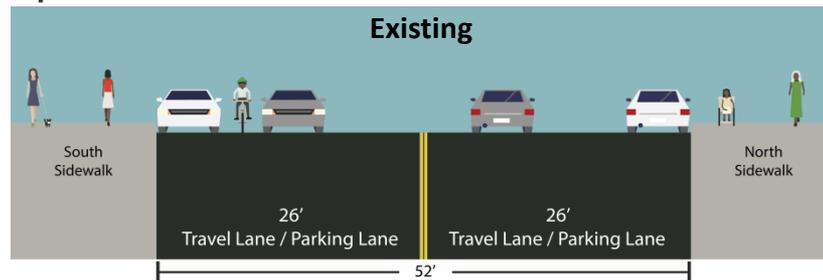
FOUNTAIN AVE: Connection to Pitkin Ave Bike Lane



Fountain Ave & Pine St



Sutter Ave from Fountain Ave to Pine St



Proposal

- Continue bike lane eastbound only on Sutter Avenue from Fountain Avenue
- Install shared lanes north of Sutter Ave on Fountain Ave and Pine St to connect to a five block extension of the Pitkin Ave bike lane

SUMMARY OF BENEFITS

Pedestrian Safety Improvements:

Refuge islands, neck downs, high visibility crosswalks

- Create shorter, safer pedestrian crossings
- Improve alignment at intersections
- Discourage drivers from encroaching into crosswalk

Roadway Corridor Markings

Vehicles

- Establish standard width; discourage speeding
- Organize the roadway
- Improve safety, alignment, and visibility

Cyclists

- Dedicated space for cyclists
- Increase predictability of cyclists location
- Connection to existing network
- Provide wayfinding



Organized
roadway

Dedicated
space for
cyclists

Shorter, safer
pedestrian
crossings

Questions?

THANK YOU!



NYC DOT



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