PARKSIDE AVENUE
PROTECTED BIKE LANE

Presented to Community Board 14
September 23, 2020
Project Area Location

- Existing Parkside Ave configuration with wide parking lanes installed in 2010
- Location of popular Open Streets response to COVID-19 pandemic
- Well-used route to access Prospect Park
Existing Conditions Bicycle Route

• Current configuration installed in 2010
  o One moving lane and wide parking lanes in each direction
  o Two lanes in each direction at Park Circle
  o One through lane and on left-turn lane at Ocean Ave

• No dedicated space for biking

• Moderate bike volumes
  o 424 bikes 12-hr weekend count
  o 479 bikes 12-hr weekday count

*Sept 2018, between St Pauls Pl and Ocean Ave*
Project Area Safety

Parkside Avenue
Park Circle – Ocean Ave
Crash History 2014-2018

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>18</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>13</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>126</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>157</td>
<td>6</td>
<td>0</td>
<td>6</td>
</tr>
</tbody>
</table>

- 9.9 KSI per mile puts Parkside Ave in the top third dangerous corridors in Brooklyn
Issues Protected Lanes at Park

- Parkside Ave would add a third protected bike lane bordering Prospect Park:
  - Prospect Park West PBL was installed in 2010
  - Flatbush Ave PBL was installed in 2020
  - Ocean Ave PBL is in development
- On-street PBLs offer two-way, neighborhood alternatives to one-way bike route in Prospect Park
Issues Open Streets

- The Parkside Ave Open Streets COVID response revealed strong demand for opportunities for safe biking and walking
- Corridor adjacent to high density neighborhood and Prospect Park entrances
Proposed Design Goals

- Improve pedestrian safety
  - Shorten crossing distances
  - Add daylighting
- Extend safe, comfortable bike route around Prospect Park
  - Provide dedicated space for biking
- Maintain motor vehicle circulation
  - Reduce off-peak speeding
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

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
Proposed Design Typical

- Narrower roadway discourages off-peak speeding
- Parking lane keeps bike lane clear of parked vehicles
- Shortens pedestrian crossing distances from 50’ to 31’
Proposed Design Parkside Ave at Park Circle

- Concrete island removed but pedestrian risk exposure is reduced due to shortened distance from curb to concrete barrier
- Traffic capacity is retained
Proposed Design Parkside Ave at Park Circle

- Parkside will continue to have two moving lanes in each direction
- Two-way bike lane protected with concrete barrier
- Pedestrian island removed to accommodate bike lane
Proposed Design Parkside Ave at Ocean Ave

- Traffic capacity is retained
- Bike lane will provide access to Prospect Park and future Ocean Ave bicycle facilities
• Parkside will continue to have one through lane and one left turn lane in each direction
• Parking is removed on north curb
Proposed Design Parking Changes

- Safety improvements require conversion of 22 spaces to “No Standing Anytime” between Park Circle and Ocean Ave

<table>
<thead>
<tr>
<th>Street Block</th>
<th>Approx. # of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Circle – Parade Pl</td>
<td>-2</td>
</tr>
<tr>
<td>Parade Pl – St Pauls Pl</td>
<td>-3</td>
</tr>
<tr>
<td>St Pauls Pl – Ocean Ave</td>
<td>-16</td>
</tr>
</tbody>
</table>
Summary  Project Benefits

- Improves access to and around Prospect Park by extending the protected bike lane network
- Increases pedestrian safety by daylighting intersections and shortening crossing distances
- Discourages speeding by narrowing roadway
- Protects bicycle lane from double parking
- Maintains traffic capacity