SHORE PARKWAY GREENWAY CONNECTOR

Presentation to Brooklyn Community Board 13

May 22, 2019
PRESENTATION OVERVIEW

1. Background
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Background
% Residents who biked in past year:

Bensonhurst and Bay Ridge – 27%
Sheepshead Bay and Coney Island – 17%

Source: 2014 NYC Community Health Survey
Background: Shore Parkway Greenway

**Schematic Greenway Plan**
- Proposed Greenway along Shore Parkway, Cropsey Ave

**Proposed Route: Shore Pkwy**
- Recommendations for bicycle connections to close gaps between Shore Parkway Greenway segments

**Create a Tri-state Trail Network**
- More than 1,620 miles of biking, hiking, and walking trails would put more than 8 million residents within a half-mile of a trail, increasing access by 25%.

**Greenway Plan for NYC**
NYC Dept of City Planning, 1993

**Shore Parkway Greenway Connector Master Plan**
NYC Dept of City Planning, 2003

**Fourth Regional Plan**
Regional Planning Association, 2017
Background: Shore Parkway Greenway

**SHORE PARKWAY DESTINATIONS**

- Shore Parkway Greenway
- Bensonhurst Park
- Gravesend Bay
- Coney Island Creek Park
- Coney Island Beach

- Dyker Beach Park
- Shore Road Park
- Calvert Vaux Park
- Marine Basin Marina
- Six Diamonds Park
- Amusement Park

- Connection to 4.5 miles of recreational path for biking and jogging.
- Provides access to parks, beaches, waterfront.
- Extend greenway experience to increase cyclist safety and comfort.
- Increase bike access to parks, recreation, waterfront destinations.

- Shore Parkway Greenway
- Sea Gate
- Coney Island
- MCU Park
- Shore Pkwy Greenway

- Calvert Vaux Park
- Shore Road Park
- Coney Island Channel

Amusement Park
Bensonhurst Park
Connection to 4.5 miles of recreational path for biking and jogging.
Provides access to parks, beaches, waterfront.
Extend greenway experience to increase cyclist safety and comfort.
Increase bike access to parks, recreation, waterfront destinations.
Proposal
PROJECT LOCATION & GOALS

Creates new bike network connection, closes gap between greenway and parks

Extends greenway experience to increase cyclist safety and comfort

Connects neighborhoods to parks, recreation, waterfront destinations:
  • Shore Parkway Greenway
  • Bensonhurst Park
  • Calvert Vaux Park
  • Six Diamonds Park
EXISTING CONDITIONS & ISSUES

Commercial, recreational, & industrial corridor, actively used by vehicles, pedestrians and cyclists

- **No dedicated space for cyclists** – signed route – 193 cyclists counted in a 12 hour period
- **Off-peak speeding** – 57% of vehicles speeding above 30 MPH
- **Cyclists typically ride on the sidewalk, especially in northbound direction**
PARKING PROTECTED TWO-WAY BICYCLE LANE

Benefits

Reduces conflicts, increases safety
- Separates bikes from moving vehicles
- Design calms traffic with standard width travel lane
- Increases predictability of cyclist location for drivers and pedestrians

Creates new neighborhood amenity
- Extends greenway experience into neighborhood
- Provides comfortable space for cyclists of varied ages and experience levels
- Encourages physical activity – recreational bike rides, walking, jogging
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

Safety – Complete Street Redesign
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
PROJECT LOCATION

Overview

Project Segments

1. Shore Pkwy: Bay Pkwy to Belt Pkwy on-ramp
2. Shore Pkwy: On-ramp to Calvert Vaux Park / Bay 48 St
3. Shore Pkwy: Calvert Vaux Park / Bay 48 St to Bay 52 St
4. Bay 52 St & Bay 53 St Pair

Project Goals

• Close gaps in bicycle network
• Extend greenway
• Improve access to parks
• Improve safety for all road users
1. **SHORE PARKWAY: Bay Pkwy – Belt Pkwy On-Ramp**

**Shared Zone – Path Connection & Wayfinding**

- Short segment connect cyclists between Greenway and wider two-way path
- Bicycle sidewalk stamps consolidate cyclists location
- Signage indicates cyclists must yield to pedestrians
- Buffer for alignment, accommodates turns from Bay Pkwy
**Proposal**

**2 SHORE PARKWAY: Belt Pkwy On-ramp – Calvert Vaux Park (Bay 48 St)**

**Parking Protected Two-way Bike Lane**

- Separate cyclists from pedestrians and vehicles
- Cyclists protected by parked cars
- Maintain all travel lanes and capacity for turns
- Formalizes parking near Calvert Vaux Park

**Existing Conditions**

- [Existing Conditions diagram showing West Sidewalk, 29’ Travel & Parking Lane, Shore Parkway Greenway, Gravesend Bay, Bensonhurst Park, 26 Ave, Bay 48 St, Calvert Vaux, Existing Bicycle Facilities, Protected Path, Bicycle Lane, Shared Lane, Signed Route, Bus Stop.](#)

**Proposed Design**

- [Proposed Design diagram showing West Sidewalk, 4’ Parking Lane, 8’ Travel Lane, 11’ Travel Lane, 2’ Buffer, Example: Kent Ave.](#)
Proposal

**SHORE PARKWAY: Calvert Vaux Park – Bay 52nd St**

**Barrier-Protected Two-way Bike Lane**

- Separate cyclists from pedestrians and vehicles
- Bicycle stamps on sidewalk from B 52 St – B 53 St

**Existing Conditions**

- West Sidewalk
- 8” Buffer
- 10’ Travel Lane
- 11’ Travel Lane
- 29’

**Proposed Design**

- West Sidewalk
- 2’ Barrier
- 3.5’ 3.5’ Travel Lane
- 10’ Travel Lane
- 10’ Travel Lane
- 29’

**Example: Northern Blvd**
PATH CONNECTION: Bay 52nd & Bay 53rd St

Standard and Shared Bicycle Lanes

- Wayfinding to guide cyclists between Shore Parkway path and neighborhood
- Maintain all travel lanes and parking spaces

### Bay 52nd St: Shore Pkwy – Cropsey Ave

**Existing Conditions**

- 28’ Combined Travel & Parking Lane

**Proposed Design**

- 8’ Parking Lane
- 20’ Shared Travel & Parking Lane

### Bay 53rd St: Shore Pkwy – Cropsey Ave

**Existing Conditions**

- 32’ Combined Travel & Parking Lane

**Proposed Design**

- 8’ Parking Lane
- 5’ Travel Lane
- 11’ Travel Lane
- 8’ Parking Lane

**Example: Onderdonk Ave, QN**
PATH CONNECTION: Bay 52<sup>nd</sup> & Bay 53<sup>rd</sup> St

Standard and Shared Bicycle Lanes

- Complex street network with limited access points
- Investigating new pedestrian crossing and pedestrian ramps at Bay 52<sup>nd</sup> St & W 22<sup>nd</sup> St
Making It Work
LOADING AND CURB ACCESS

Driveways

- Driveway access is maintained and indicated with markings

Curb Access

- Design preserves loading and access along the west side of the street where there is commercial activity

Curb Management Tools

- Potential for loading zones, parking regulation changes for pickup/drop-off, metering
BUS STOP INTERACTION WITH BICYCLES

Bus Frequency

- B6 and B6 LTD buses arrive every 7 to 12 minutes
- Ridership is low, with 11-34 riders using the bus stops each day
- 26 Ave bus stop to be consolidated

Bus Boarding Space

- Parking lane transitions into bus stop lane
- Bus pulls out of travel lane to pick up passengers so travel lane is not blocked
- Shared space connected to the sidewalk, where bicycles yield to pedestrians boarding the bus

Example

Design at Bus Stops

- 6' Bus Bulb
- 12' Bus Stop
- 11' Travel Lane
PARKING CHANGES

Existing design: 115 spaces
Proposed design: approx. 91 spaces
Proposed change: -24 spaces

- Approximately 61 new spaces closer to curb/sidewalk
- 35 formalized parking spaces south of 26 Ave
- Extensive off-street parking available for many businesses

Existing Parking:
- South Curb: 34 spaces
- North Curb: 81 spaces

Proposed Parking:
- South Curb: Approximately 91 spaces
- North Curb: 0 spaces

Off-street parking totals are approximate
Summary
Project Benefits

• Create new two-way protected bicycle lane to extend greenway
• Improve access to recreational and waterfront destinations
• Reduce conflicts between bicycles, pedestrians, vehicles
THANK YOU!

Questions?