

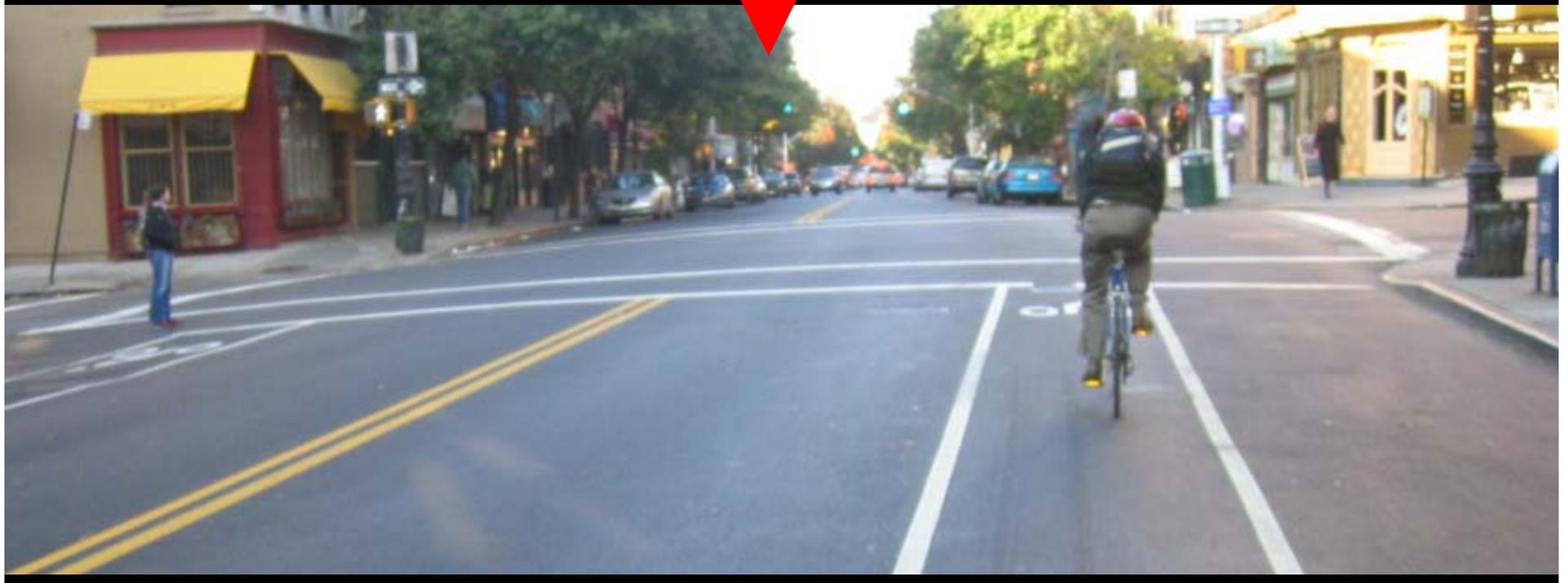


NYCDOT's Bicycle Initiatives

Brooklyn Waterfront Greenway
Community Planning Workshop
Greenpoint - Williamsburg

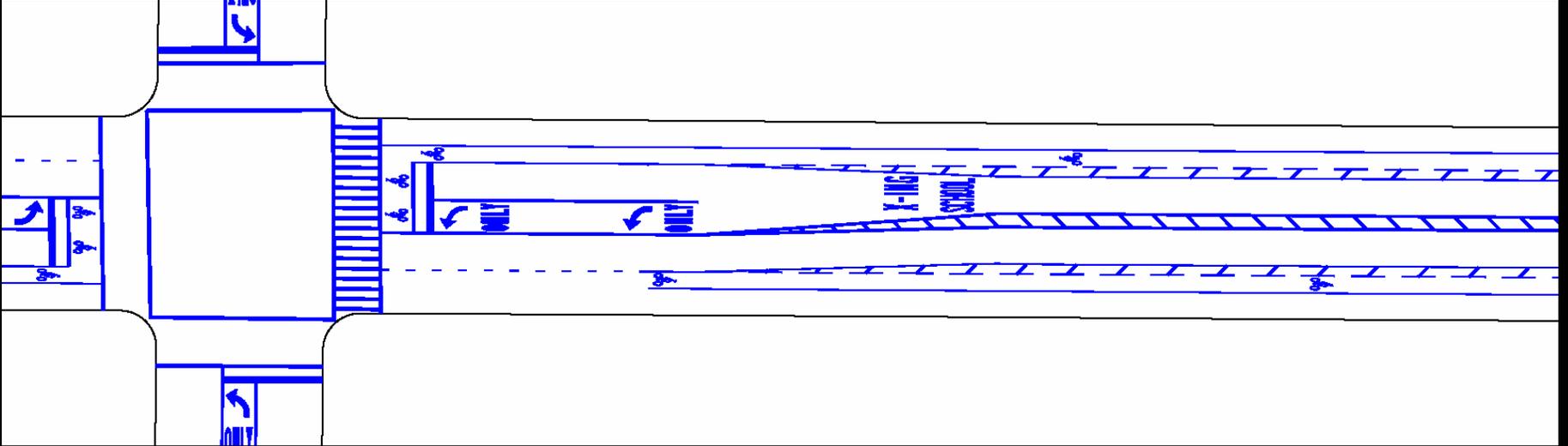
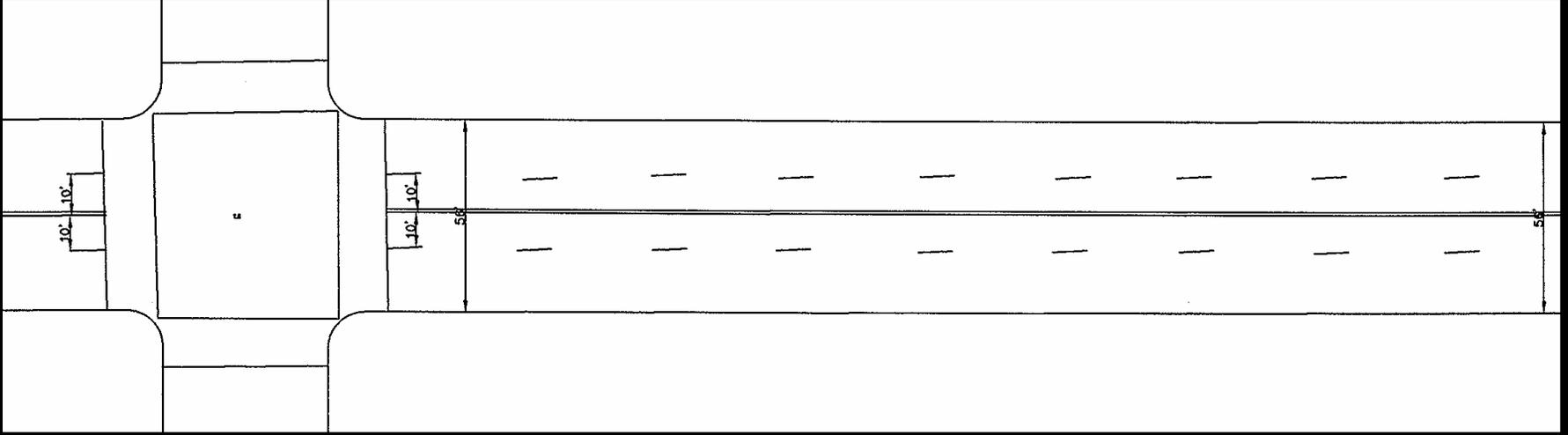
May 24, 2007













Outline

1. DOT's 3 Year Network Expansion Program
2. Brooklyn's North-South Backbone Route
3. Williamsburg Bridge Connection
4. Design & Implementation Considerations





DOT 3-Year Bicycle Network Expansion Plan

- 200 mile expansion of on-street network
- Targeted to:
 - Increase connectivity
 - Areas with high demand
 - Citywide backbone of routes
- Leverage Other Plans
- Schedule:
 - FY07 – 40 miles (end 6/30/07)
 - FY08 – 70 miles
 - FY09 – 90 miles





Backbone Route

- Newtown Creek to Sheepshead Bay
- Fill gap in Bed-Stuy and Williamsburg-Greenpoint

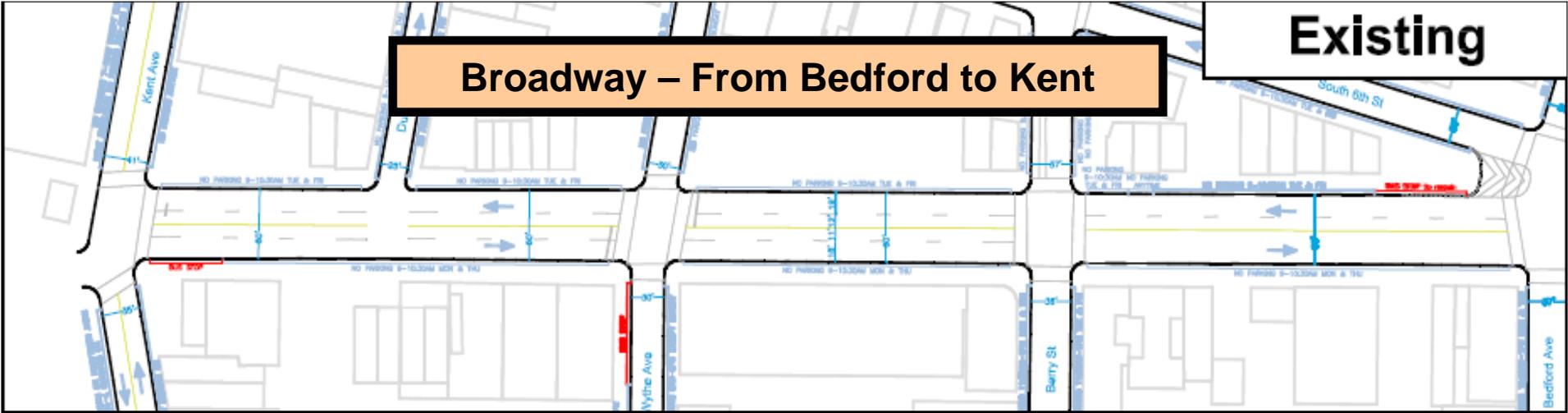


- Proposed On-Street Bicycle Route
- Existing On-Street Bicycle Lane
- Existing Off-Street Path

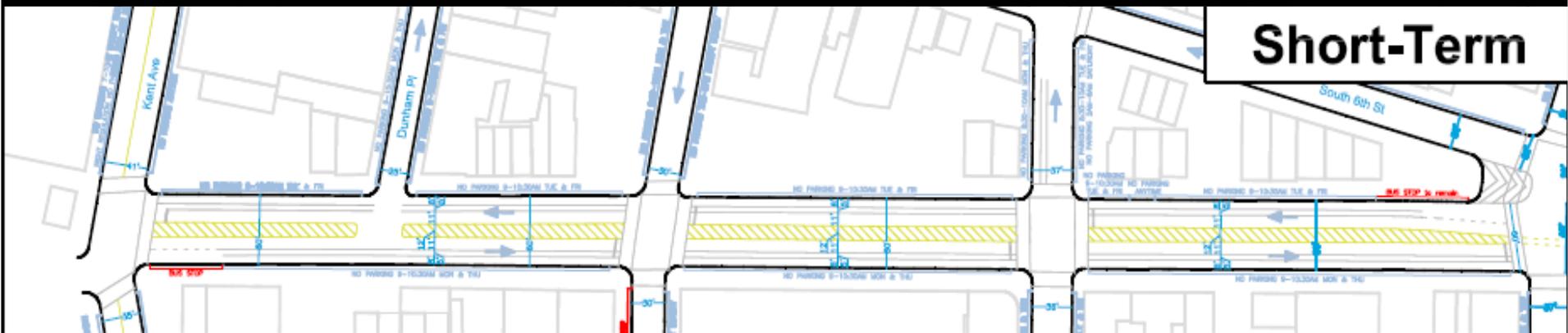


Broadway – From Bedford to Kent

Existing



Short-Term



Long-Term





Broadway - Complete Street Designs to Benefit All Users





Design & Implementation Considerations

- DOT applying design approaches tailored to locations
- Kent-West alignment not on "edge"
 - Significant development b/w proposed bike route and waterfront
 - Frequent Intersections





Class 1 Paths & Intersections

- Intersections particularly dangerous for cyclists.
 - 89% of fatalities
 - 70% of serious injuries
- On-Street Shared-Use paths exacerbate intersection conflicts
- 1 Fatality in 10 yrs in striped only, class 2 bike lane





New York City Shared Use Path Design Guidelines

Crossings/Mile	Design Consideration
0	Ideal for safe pathway
1 – 4	Use special care to treat the conflicts
5 – 8	Proceed with extreme caution. Consider substituting with on-street bicycle lanes.
> 8	DANGEROUS CONDITION. Substitute with on-street bicycle lanes or other treatment.





Class 1 Bikeway Comparison

- **East River Bikeway** (34th St to Old Slip)
 - 4.0 miles / 2 intersections, 7 driveways
 - **2.3 crossings / mile**
- **Hudson River Bicycle Path**, (59th St to Battery)
 - built 2001
 - 5 miles / 27 intersections (driveways & intersections)
 - **5.4 crossings/mile**
- **Ocean Parkway Bicycle Path**
 - built 1894
 - 5.25 miles / 39 intersections, full urban intersections
 - **7.4 crossings/mile**
- **Kent Ave/West St – CONCEPTUALLY PROPOSED**
 - 2.3 miles (Eagle to Clymer)
 - 24 crossings (18 intersections + 6 driveways at Ts)
 - **10.6 crossings / mile**





Implementation Considerations Kent-West Route

- **Intersection and other path design issues mean Class 1 bikeway is long-term, capital endeavor**
 - Potentially infeasible
 - 5-15 years
 - Complicated by recent reconstruction
 - Redevelopment coordination
- **Class 2 Bike Lanes**
 - Spurring ridership & improving safety in Brooklyn
 - <1 yr from concept to implementation
 - Require elimination of parking



NEW YORK CITY



END OF PRESENTATION

