

# Biking in Brownsville/East New York

## Community Responses



Commissioner Janette Sadik-Khan New York City Department of Transportation  
Presented February 18, 2012 at Brownsville Recreation Center



# Presentation Outline

- Project Background
- Biking in Brownsville/East New York
  - Existing Conditions
  - Criteria for Bicycle Lanes
  - Community Proposals
  - DOT Recommendations
  - Bike Parking
  - Timeline for Implementation
- Next Steps

# Project Background



**June 2011**

## **Public Workshop at Brownsville Recreation Center**

- Presented Typical Designs
- Community Feedback

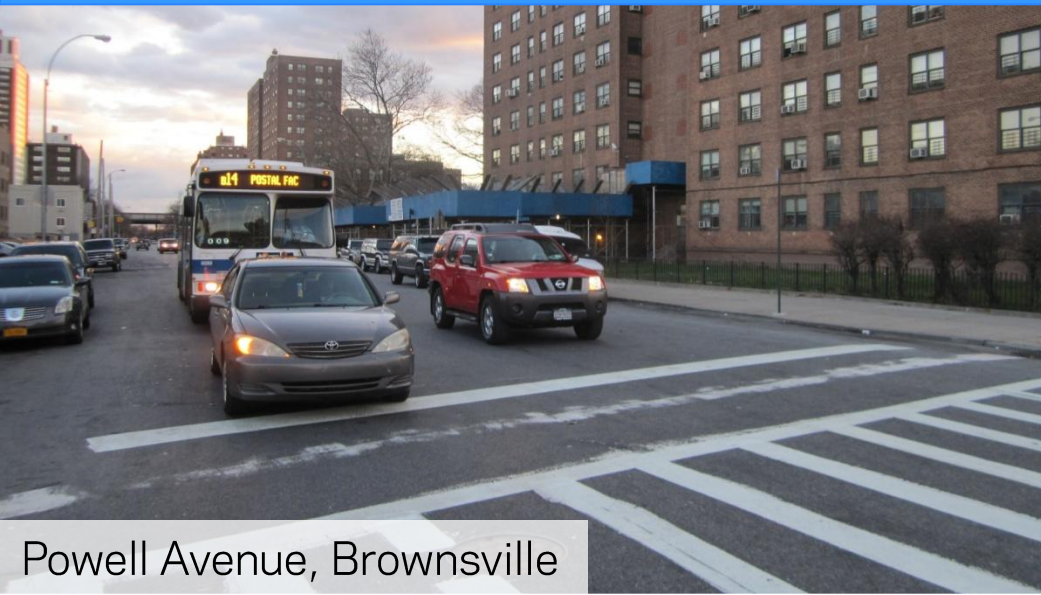


**October 2011**

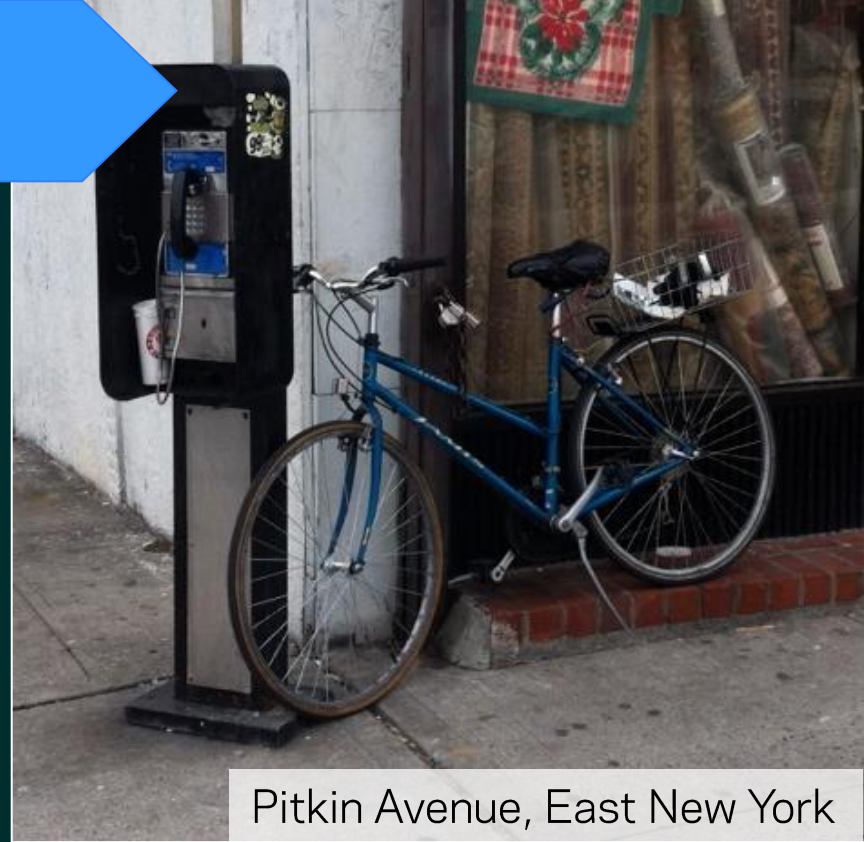
## **Bicycle Neighborhood Tour Brownsville and East New York**

- Toured Neighborhoods by Bike
- Greenmarket Stops
- Community Feedback

# Why is it Tough to Ride?



Powell Avenue, Brownsville



Pitkin Avenue, East New York



Saratoga Avenue, Brownsville



Pitkin Avenue, East New York

# Why is it Tough to Ride?



**Wide streets,  
no markings**

Powell Avenue, Brownsville



**No bike racks**

Pitkin Avenue, East New York



**Potholes**

Saratoga Avenue, Brownsville



**Double parking**

Pitkin Avenue, East New York

# What Can Be Done? DOT Toolkit



BEFORE

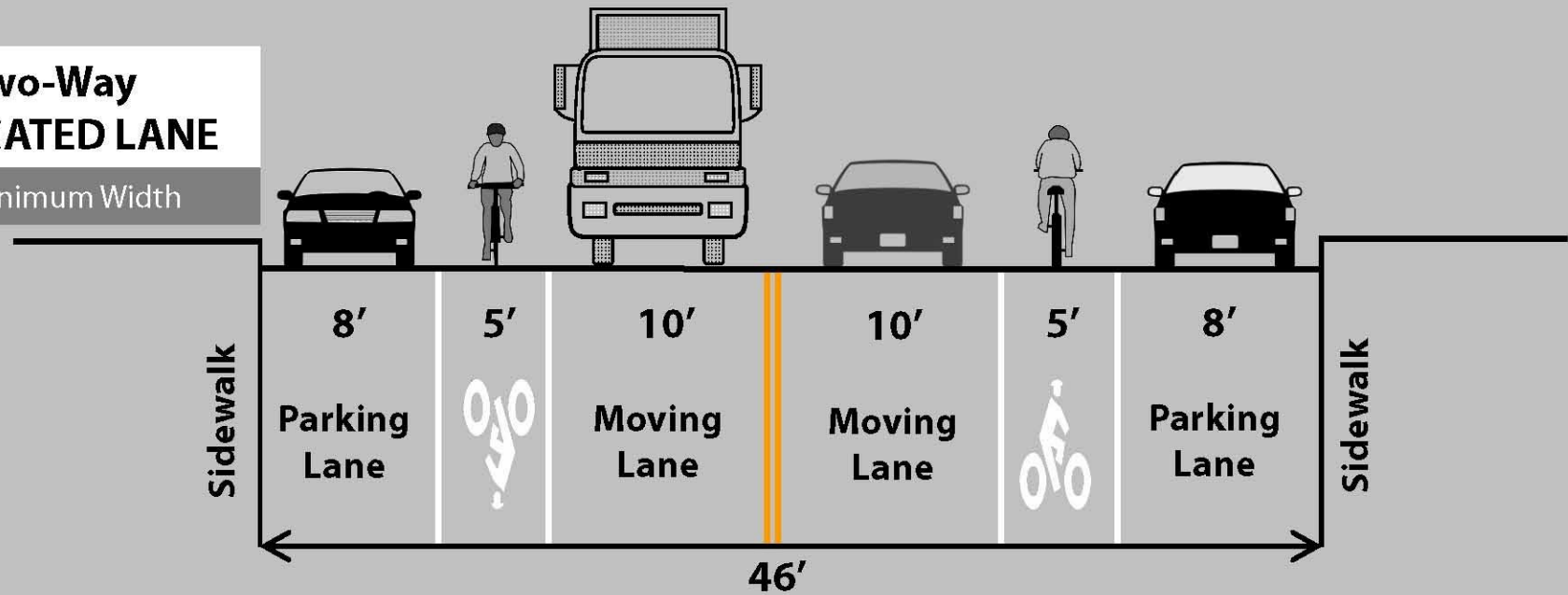
Clarendon Road, Brooklyn

# What Can Be Done? DOT Toolkit



Clarendon Road, Brooklyn

**Two-Way  
DEDICATED LANE**  
46' Minimum Width



# Complete Streets Design Philosophy

2007

Street Designed for  
**Motor Vehicles Only**



2008

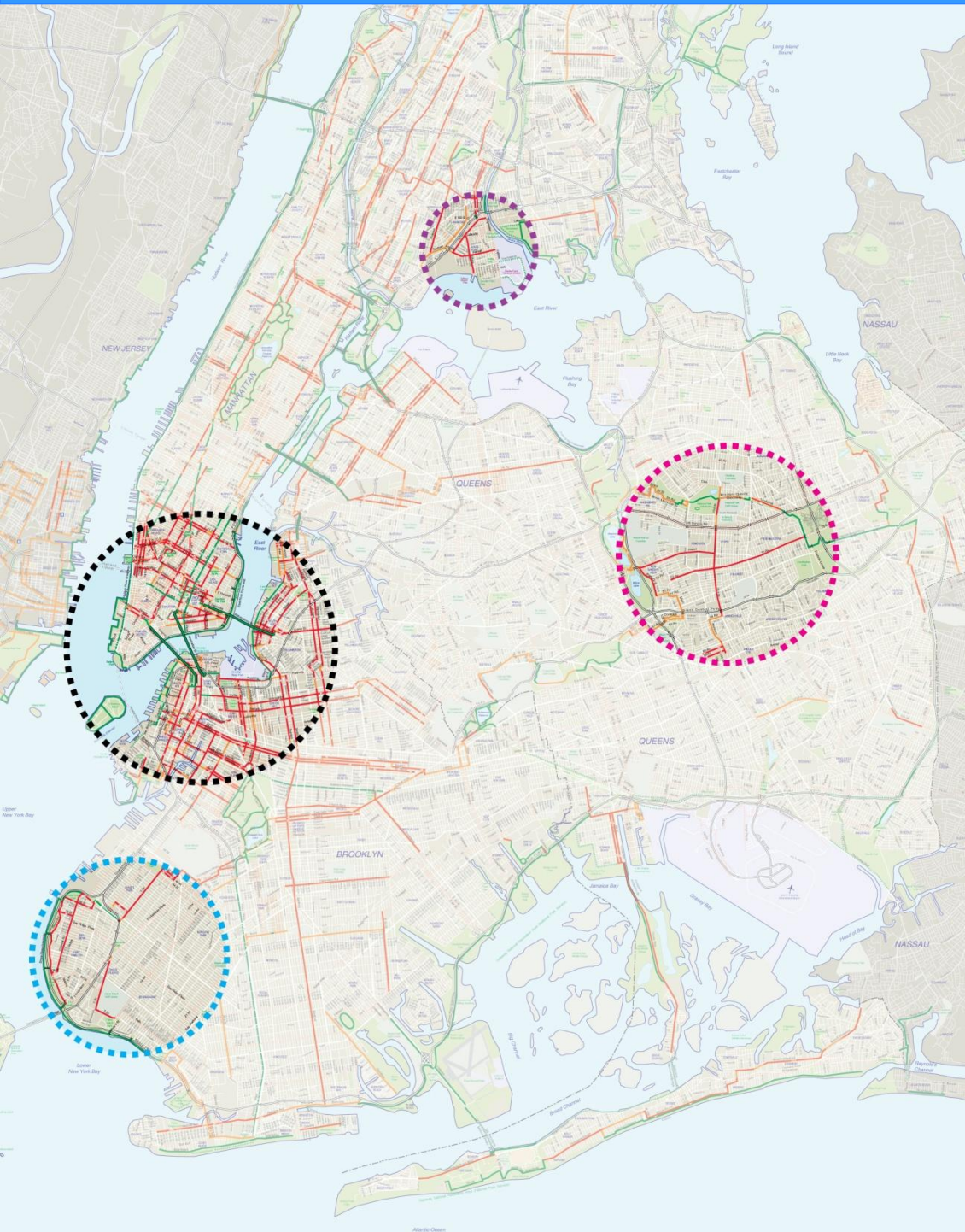
Street Designed for  
**Motor Vehicles, Bicycles**  
and **Pedestrians**



Vernon Blvd, Queens



# Siting Criteria: Bicycle Network



Serve High Density & Demand Areas

Accessibility/Direct Route to Major Destinations

Connection to Existing Bicycle Network

Create Neighborhood Networks

Community Support

# Siting Criteria: Promoting Ridership



Vanderbilt Avenue, Brooklyn

**Minimize Conflict with Other Modes**  
**Feasibility of Implementation**  
**Attractiveness of Route**



# Street Design: Types of Streets

Narrower travel lanes  
Light to medium vehicle traffic  
Residential and/or light commercial  
One-way or Two-way



# Street Design: Types of Streets

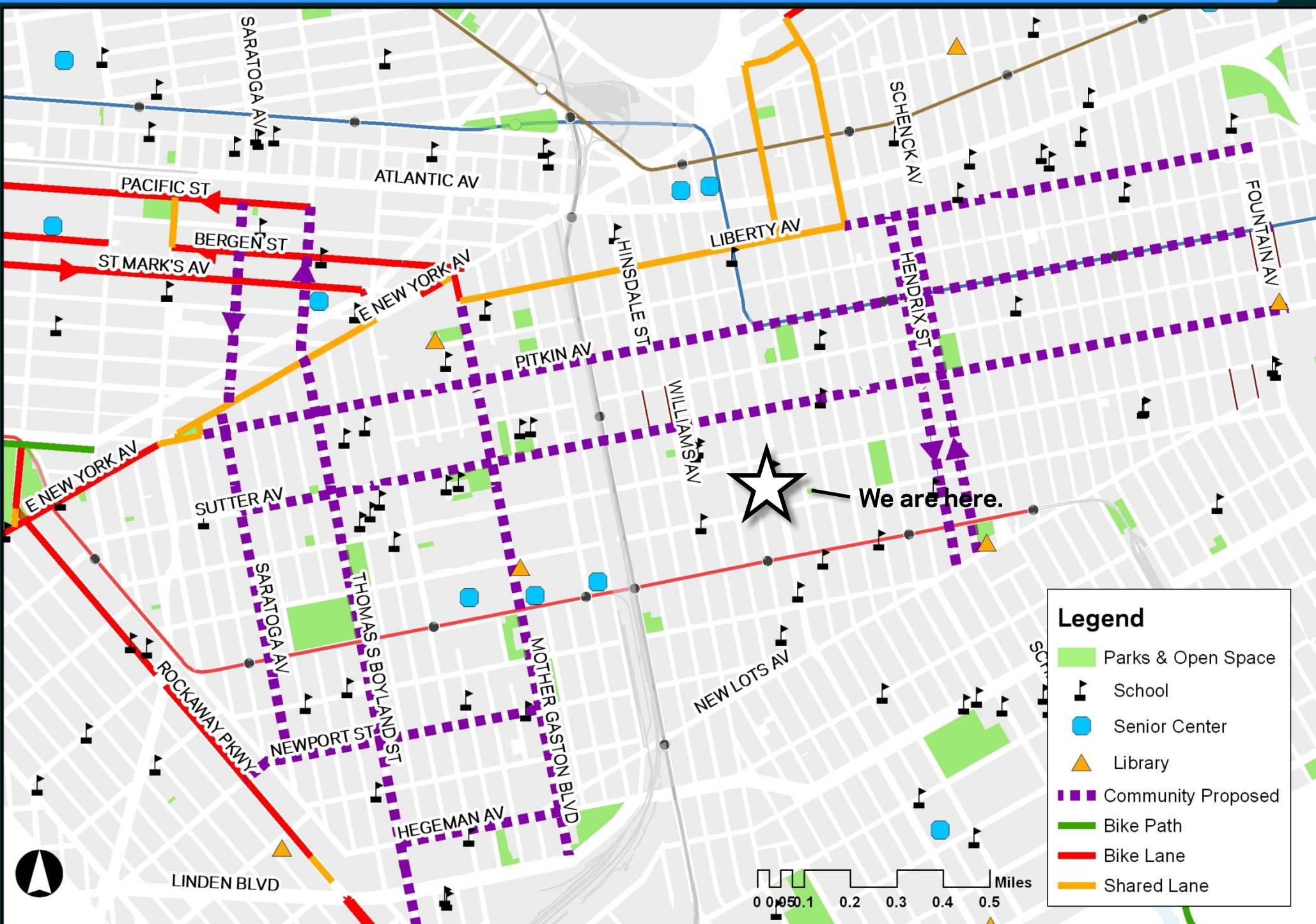
Wider travel lanes  
Medium to heavy vehicle traffic  
Residential, commercial, and/or industrial  
One-way or Two-way



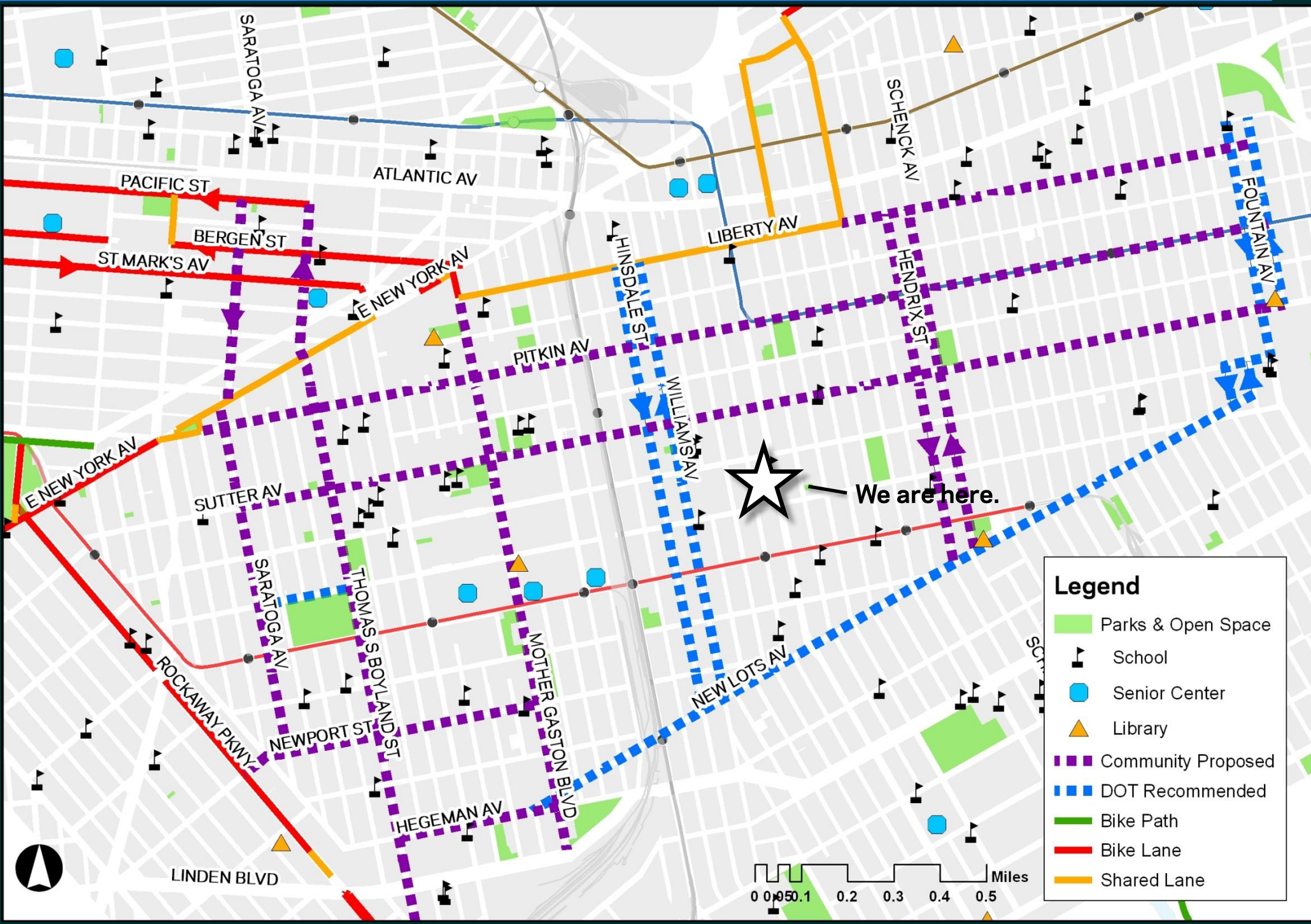
# Existing Bike Facilities



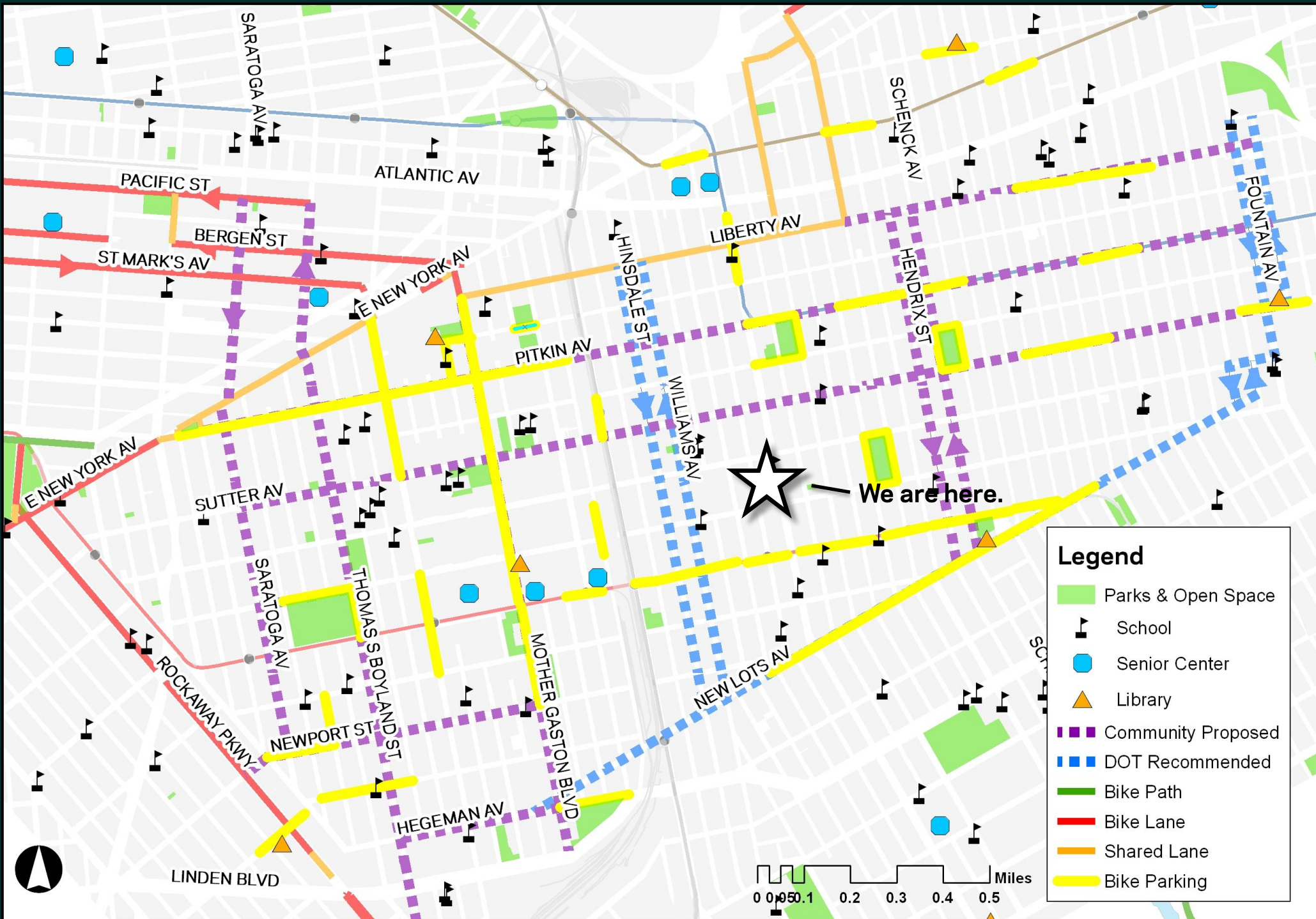
# Bike Facilities from Community Proposals



# Bike Facilities from DOT Recommendations



# Bike Parking





# Proposed Project Timeline

**2012**

- Community selects a priority list of projects
- Establish a 3 year plan for implementation

**2013**

- Implement Phase I
- Community evaluation and input

**2014**

- Implement Phase II
- Community evaluation and input

**2015**

- Implement Phase III
- Community evaluation and input

# Next Steps

- Your feedback is important!
- Shared community vision
- Support for specific goals
- DOT Implementation

# Contact Us

- Fill out an online form at: [www.nyc.gov/dot](http://www.nyc.gov/dot)
- Mail your comments to:

Office of the Brooklyn Borough Commissioner  
NYC Department of Transportation  
16 Court Street  
Brooklyn, NY 11241

Questions?

Thank  
You