Bushwick Neighborhood Bicycle Network

Fall 2017 Update

Presented to Community Board 4, October 18, 2017
Community Bicycle Network Development Process

2014-2015 Community Engagement

- Established steering committee
- Public workshops, mobile workshops
- Online surveying, public surveying, bike shop visits

2016 Phase I Bicycle Network Expansion

- Presented outcome of community engagement process and Phase I proposed projects to CB 4
- CB 4 supported Phase I projects
- Implemented Phase I projects: Knickerbocker Ave, Irving Ave, Jefferson St, Hancock St

2017 Phase I Follow-up, Phase II Proposals

- Street Ambassador Post-implementation Outreach at Irving Square Park
- Post-implementation data collection
- Bicycle Safety Study
- Develop Knickerbocker Ave loading zone proposal
- Present Phase II proposed projects to CB 4
2017 Cycling Safety Study

Community District 4 - Priority Bicycle District
• High number of cyclists killed or severely injured
  • 3 cyclists killed (2010-2014)
  • 48 cyclists severely injured (2010-2014)
• Medium density bicycle network coverage
• Most cyclist fatalities occur on streets without bike facilities (89%)

DOT has committed to creating or enhancing 75 lane miles of bike facilities in Priority Bicycle Districts by 2022
2017 Cycling Safety Study
Educational Programs and Enforcement

Action Plan
- DOT, NYPD, and NYC DOHMH developed a comprehensive set of enforcement and education initiatives to continue to improve bicycle safety
- Focus and deploy enforcement resources to intersections with high rates of cyclist KSI
- Tailor enforcement to address the most dangerous driver and cyclist behaviors

Bike lights, bell, and Bike Smart giveaway:
While distributing giveaways, NYPD and DOT have the chance to talk to cyclists about traffic laws and safe cycling

NYPD: Bicycle Moving Violations
Where Can You Bike in 15, 30 Minutes?

Existing Bicycle Network

- Williamsburg Bridge
- Brooklyn Waterfront Greenway
- Manhattan Bridge/Brooklyn Bridge
- Prospect Park
- Eastern Parkway
- CB 4
- Forest Park
- Highland Park
- Jamaica Bay Greenway
Who Rides?
*Community Health Survey Data (2014)*

Biked for Transportation in the Past 7 days

14,000

Number of Williamsburg-Bushwick residents reported riding a bicycle to get to and from places in the past 7 days.

Percentage of Brooklyn Residents Who Rode a Bicycle in the Past Year

### Age Group

<table>
<thead>
<tr>
<th>Age Group</th>
<th>18-24</th>
<th>25-44</th>
<th>45-64</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Brooklyn Residents</td>
<td>18%</td>
<td>16.1%</td>
<td>10.3%</td>
</tr>
</tbody>
</table>

- **A Few Times Per Year**: 5.8%
- **At Least Once Per Month**: 4.7%
- **Several Times Per Month**: 2.7%

### Race / Ethnicity

<table>
<thead>
<tr>
<th>Race / Ethnicity</th>
<th>White</th>
<th>Black</th>
<th>Latino</th>
<th>Asian/Pacific Islander</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Brooklyn Residents</td>
<td>14.7%</td>
<td>9.3%</td>
<td>16%</td>
<td>8%</td>
</tr>
</tbody>
</table>

- **A Few Times Per Year**: 8.9% (White), 8.1% (Black), 8.6% (Latino), 6.8% (Asian/Pacific Islander)
- **At Least Once Per Month**: 2.9% (White), 3.9% (Black), 2.6% (Latino), 3.5% (Asian/Pacific Islander)
- **Several Times Per Month**: 16% (White), 9.3% (Black), 16% (Latino), 8% (Asian/Pacific Islander)
• 5.9 miles added to the bike network
• Pedestrian safety improvements added at Myrtle Ave
  • High visibility crossing at Irving Ave
  • Upgraded ped island at Knickerbocker Ave
Safety
NYC DOT Initiatives

Street Ambassadors
• Education through bike lights, bell giveaways, bike maps, and Bike Smart guide
• Outreach initiatives and workshops
“I don’t bike, but I noticed the cars go a lot slower now”
2017 Phase I Follow-up

Post-implementation Data Collection:
12 Hour Before and After Bike Counts Conducted in June*

• **51% growth** in weekday cycling on Knickerbocker Ave
• **71% growth** in weekend cycling on Irving Ave
• **Over 400% growth** in weekday/weekend cycling on Hancock St

2015-2017

<table>
<thead>
<tr>
<th>Year</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>552</td>
<td>727</td>
</tr>
<tr>
<td>2017</td>
<td>629</td>
<td>577</td>
</tr>
</tbody>
</table>

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*Hancock St Counts conducted in August

<table>
<thead>
<tr>
<th>Year</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>308</td>
<td>486</td>
</tr>
<tr>
<td>2015</td>
<td>500</td>
<td>439</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>258</td>
<td>589</td>
</tr>
<tr>
<td>2015</td>
<td>410</td>
<td>429</td>
</tr>
</tbody>
</table>

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<tr>
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<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>312</td>
<td>514</td>
</tr>
<tr>
<td>2015</td>
<td>205</td>
<td>494</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>137</td>
<td>328</td>
</tr>
<tr>
<td>2015</td>
<td>113</td>
<td>357</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>126</td>
<td>444</td>
</tr>
<tr>
<td>2015</td>
<td>108</td>
<td>444</td>
</tr>
</tbody>
</table>
After Counts – Knickerbocker Ave & Irving Ave

- A Majority of Cyclists Use the Bike Lanes (84%+)
- A Majority of Cyclists on the Street Travel With Traffic (87%+)
- Biking Against Traffic Decreased or Remained the Same
- Biking on the sidewalk decreased to below 5%
- **Knickerbocker - weekend decreased from 13% to 3%**
2016 Phase I Bicycle Network Expansion
Knickerbocker Ave

Before

After
2016 Phase I Bicycle Network Expansion
Knickerbocker Ave
Before

After

2016 Phase I Bicycle Network Expansion
Irving Ave
2016 Phase I Bicycle Network Expansion
Hancock St

Before

After
2017 Phase II Proposed Projects

Hancock St
Existing Conditions

Troutman Ave

No Dedicated Space for Cyclists

Central Ave

Central Ave

Himrod St, Harman St
Proposed Improvements

Hancock St

Irving Ave

Troutman Ave, Starr St, Evergreen Ave
Himrod St, Harman St

Central Ave

No Parking Loss
Number of Travel Lanes Remain The Same
BENEFITS OF DESIGN ELEMENTS

Roadway markings

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

Cyclists
- Dedicated space for cyclists
- Increase predictability of cyclists location
- Direct connections to existing network
- Provide wayfinding
Questions?

THANK YOU!