

# Bay Ridge Parkway Traffic Calming

## Shore Road to Bay Parkway



Fall  
2010

# Proposed Route – Overview



# Project Goals

## Project designed to:

- Calm traffic
- Increase safety
- Improve traffic flow
- Maintain number of travel lanes and parking spaces
- Improve access to well-used recreational facilities
- Expand bicycle network by creating key east-west spine
- Enhance access to R and D trains



# Project Benefits

- Calms traffic and improves flow
  - Reduces lane widths to discourage speeding
  - Left turn bays improve flow
- Enhances safety and mobility
  - Establishes space in street for cyclists where their presence can be anticipated
  - Establishes designated route for cyclists
- Encourages physical activity
- Provides alternative means for reaching subway stations
  - Alleviates crowding on buses
- **NO CHANGE** to number of travel lanes or parking spaces





At 6<sup>th</sup> Ave facing west

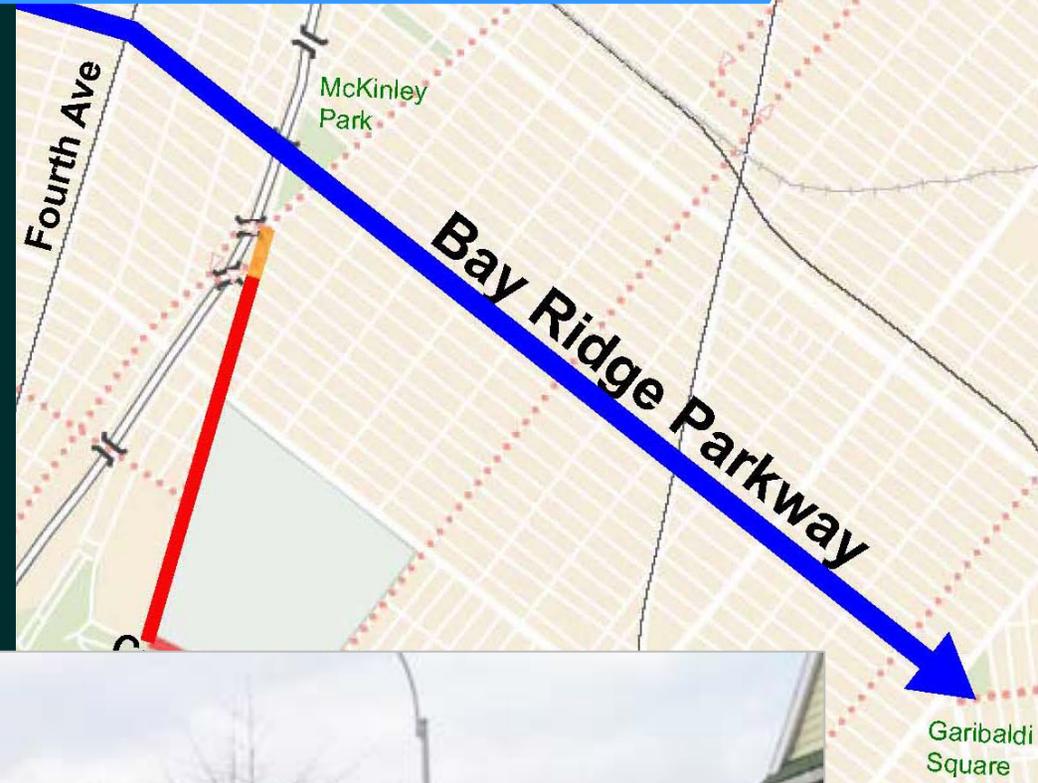
Existing  
Conditions -  
Bay Pkwy to  
4<sup>th</sup> Ave



At 15<sup>th</sup> Ave facing east

# Proposed Markings — Bay Parkway to 4<sup>th</sup> Ave

- Dedicated Vehicle Lane
- Dedicated Bicycle Lane
- Center Turn Bays at Retail Cross Streets

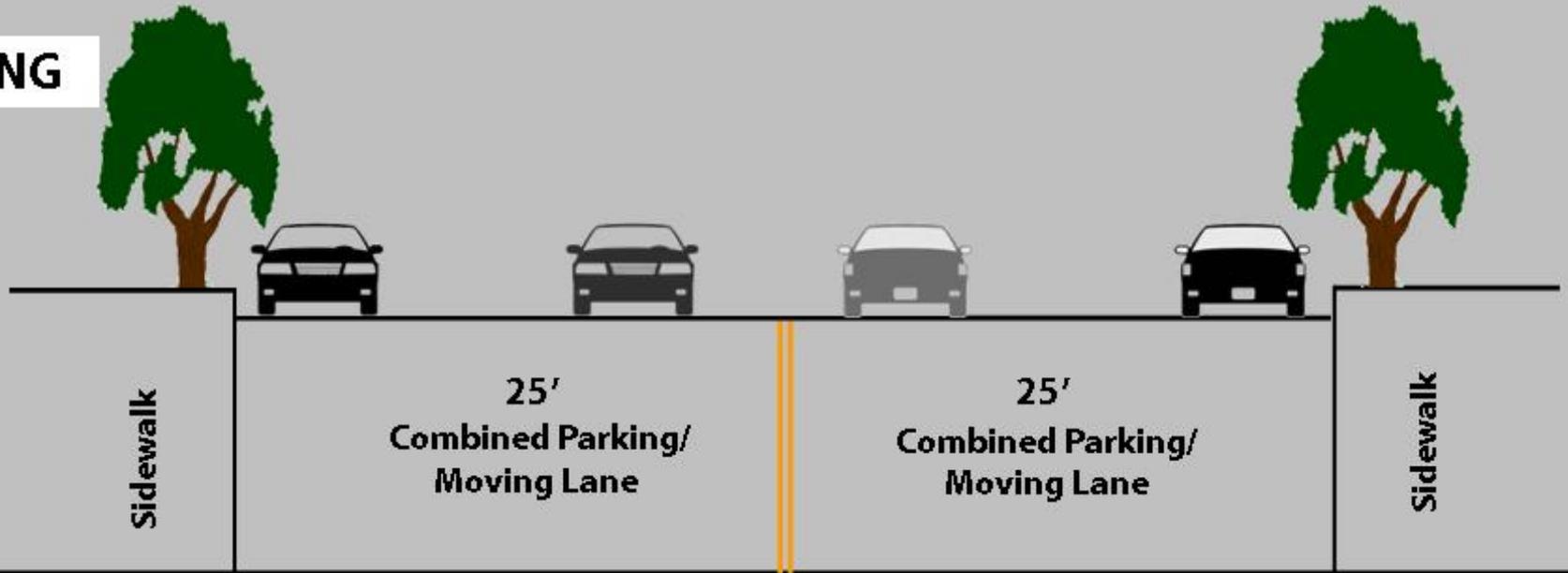


Example

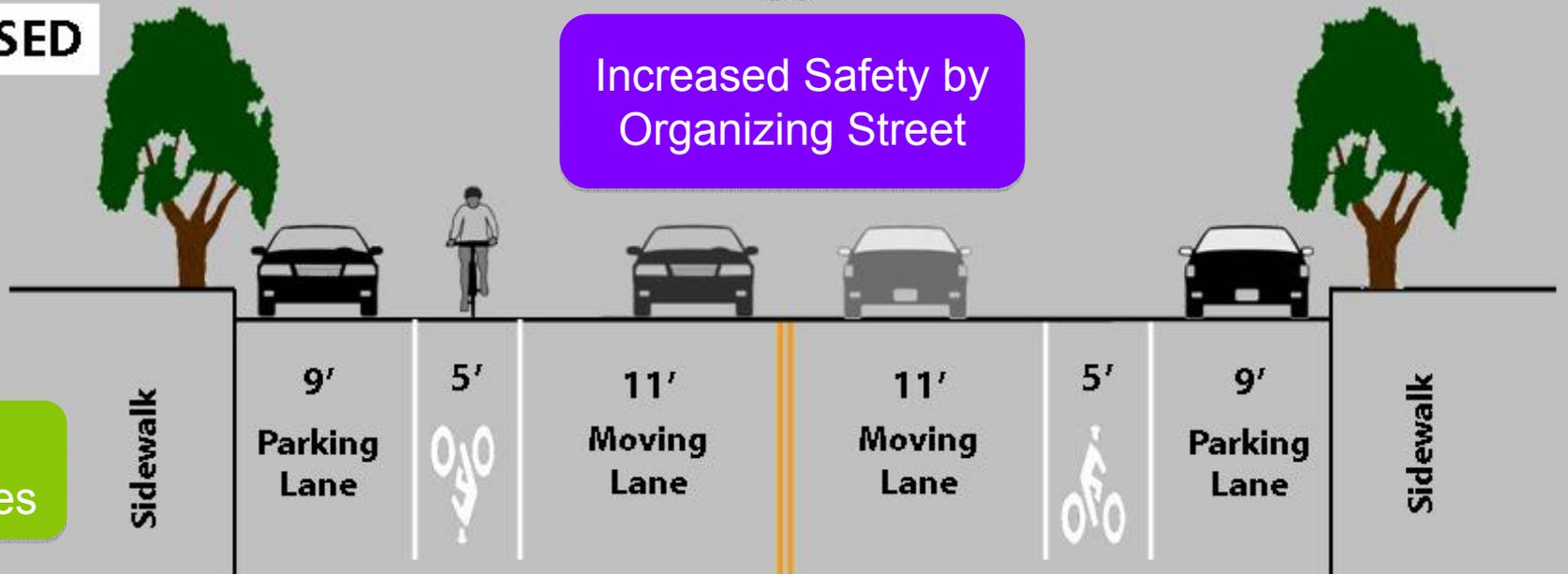


# Proposed Configuration – Bay Parkway to 4th Ave

**EXISTING**



**PROPOSED**



Increased Safety by  
Organizing Street

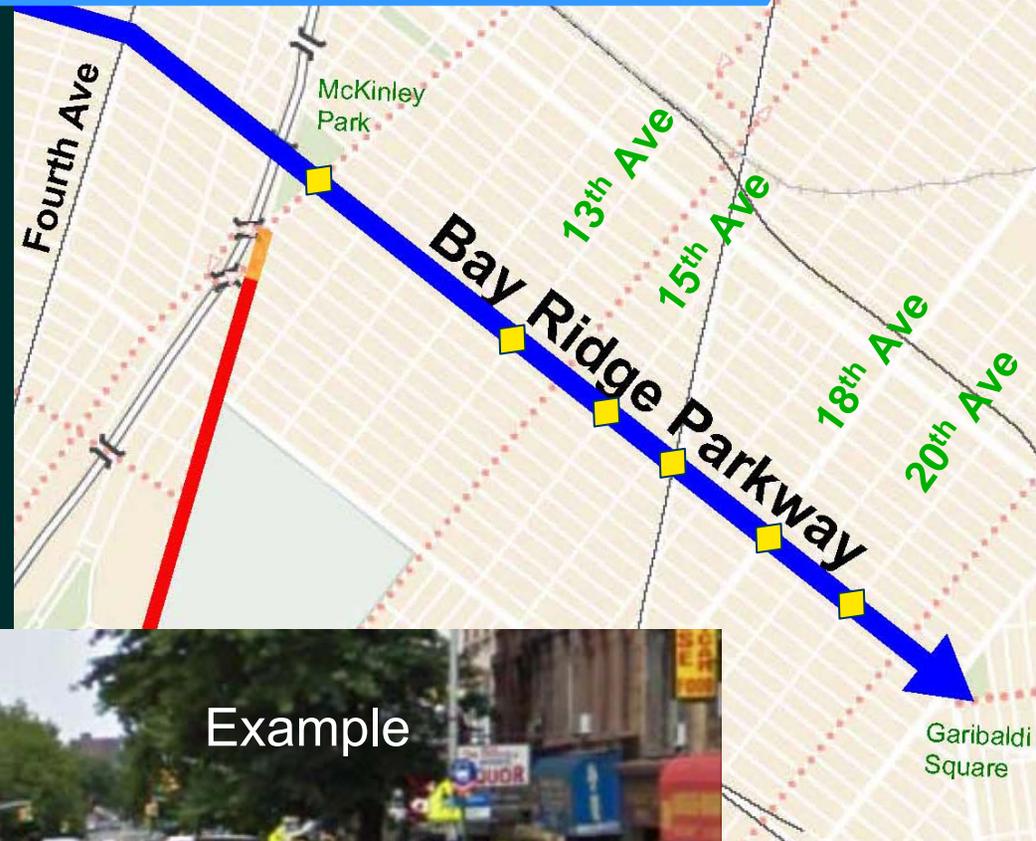
Dedicated  
Bicycle Lanes

# Proposed Markings — Retail Cross Streets

- Center Vehicle Turn Bays at Retail Cross Streets
- Shared Through Lane

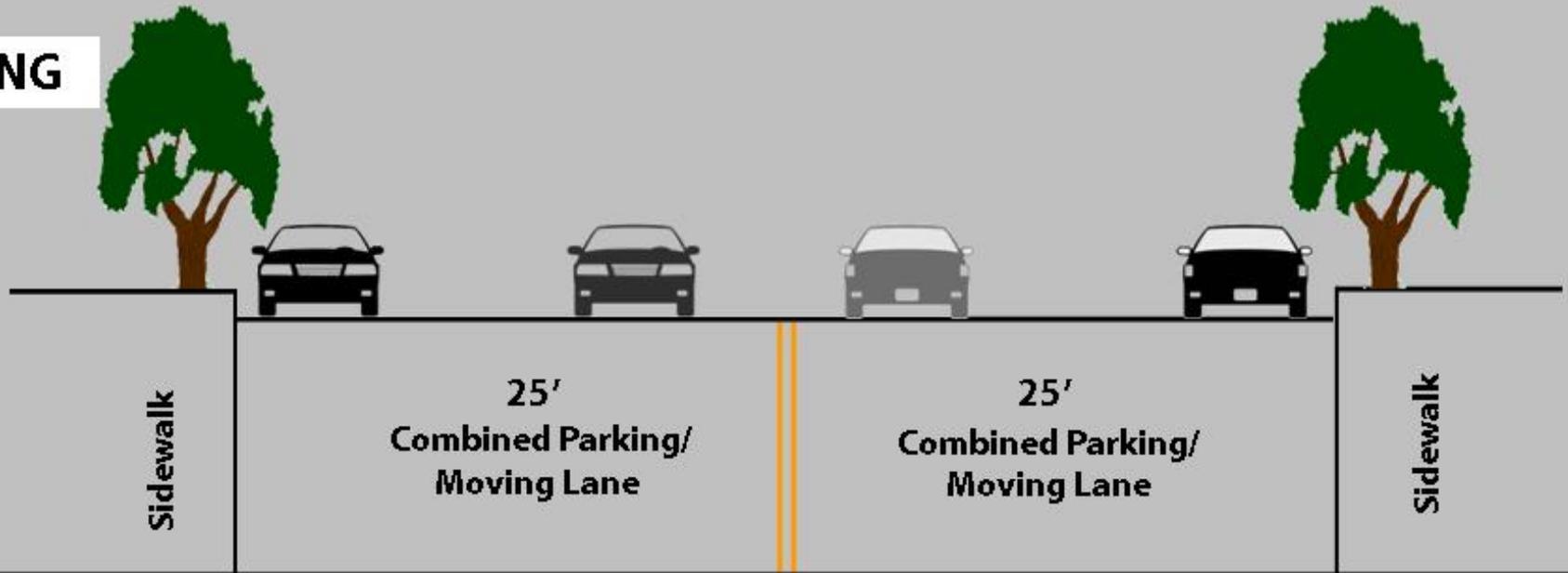
## Proposed Locations:

Ft. Hamilton Pkwy, New Utrecht Ave,  
13th Ave, 15th Ave, 18th Ave, 20th Ave

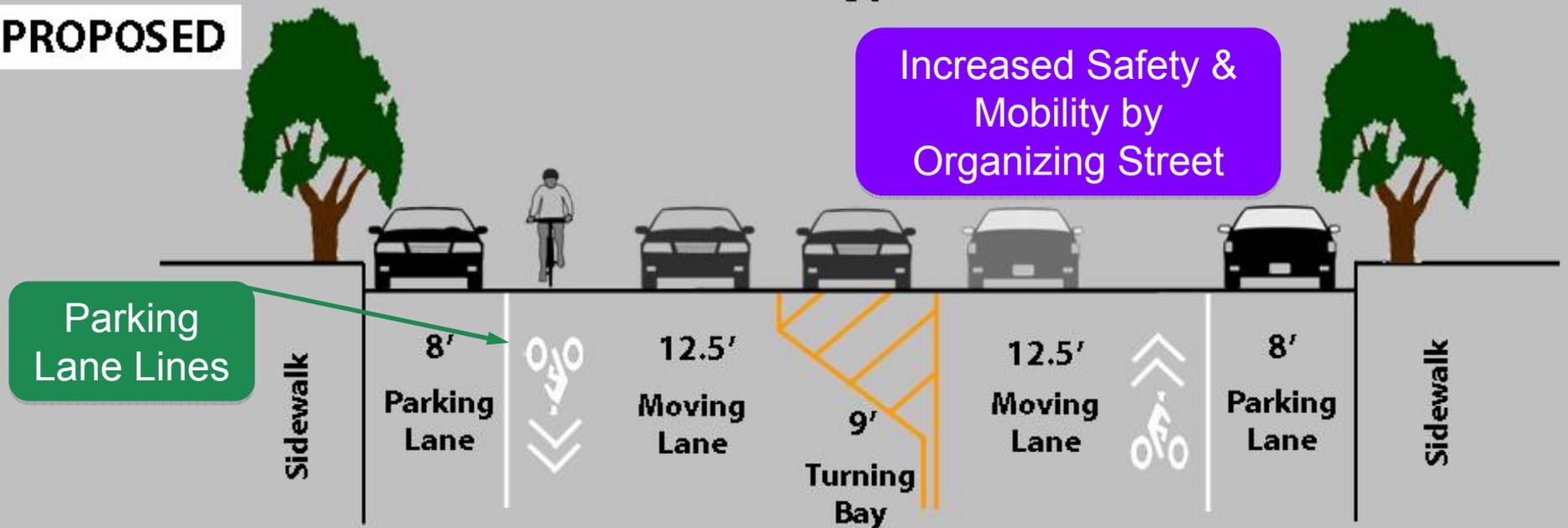


# Proposed Configuration – Retail Intersections

**EXISTING**



**PROPOSED**



Existing  
Conditions –  
4<sup>th</sup> Ave to  
Shore Rd



At Narrows Rd facing east

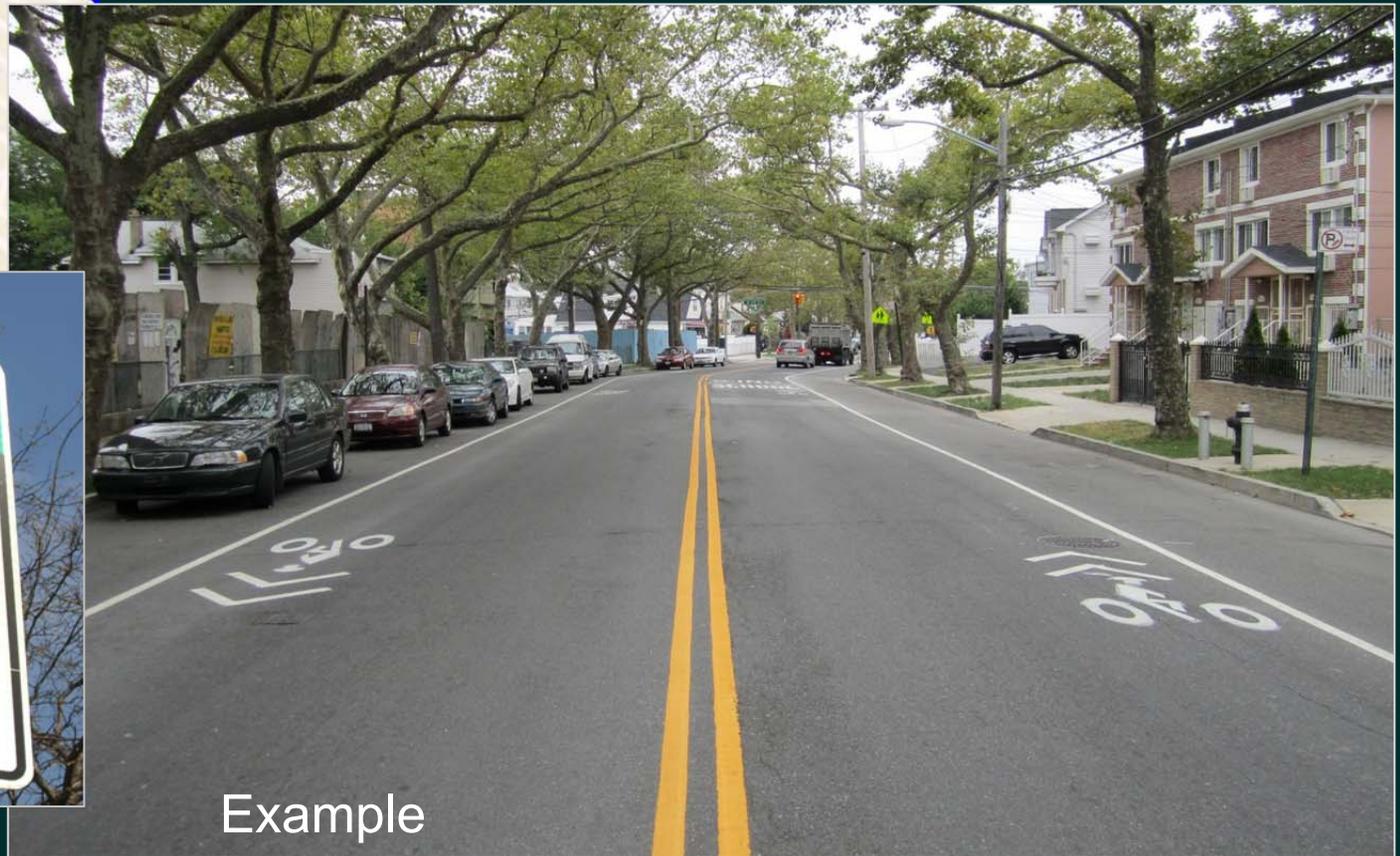


At Bay Ridge Pkwy facing east

# Proposed Markings – 4th Ave to Shore Road



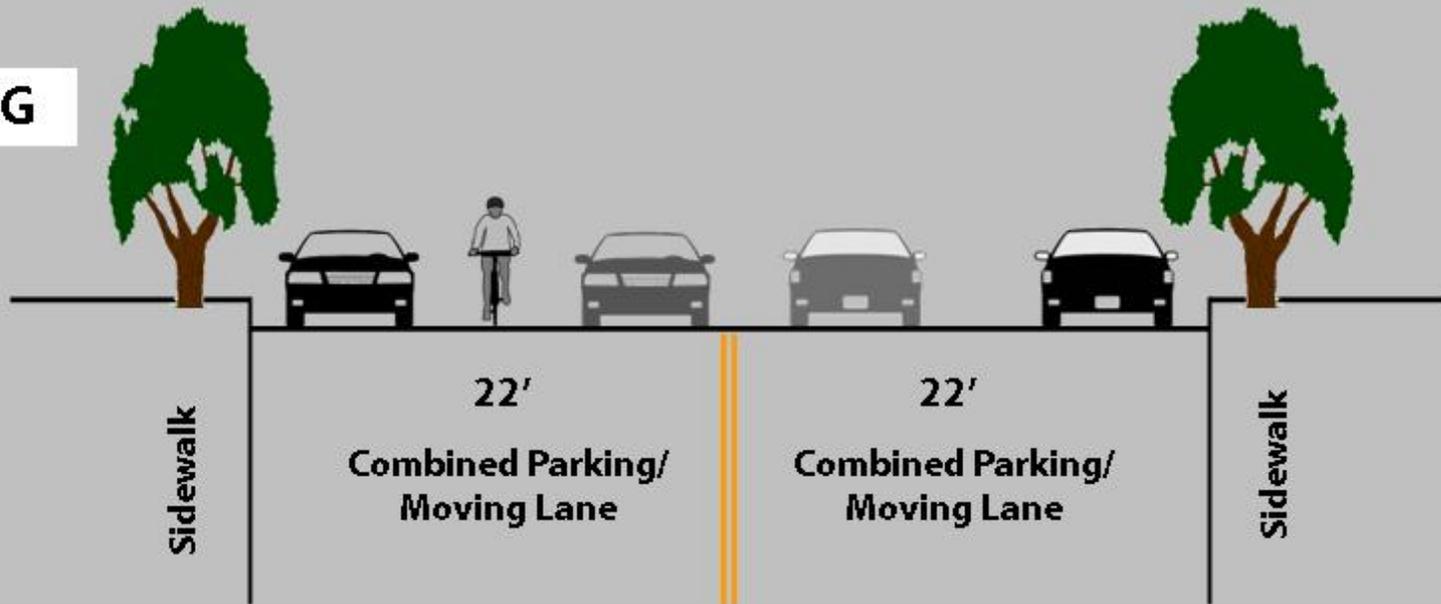
- Shared Lane Markings
- Parking Lane Line
- Shared lane Signs



Example

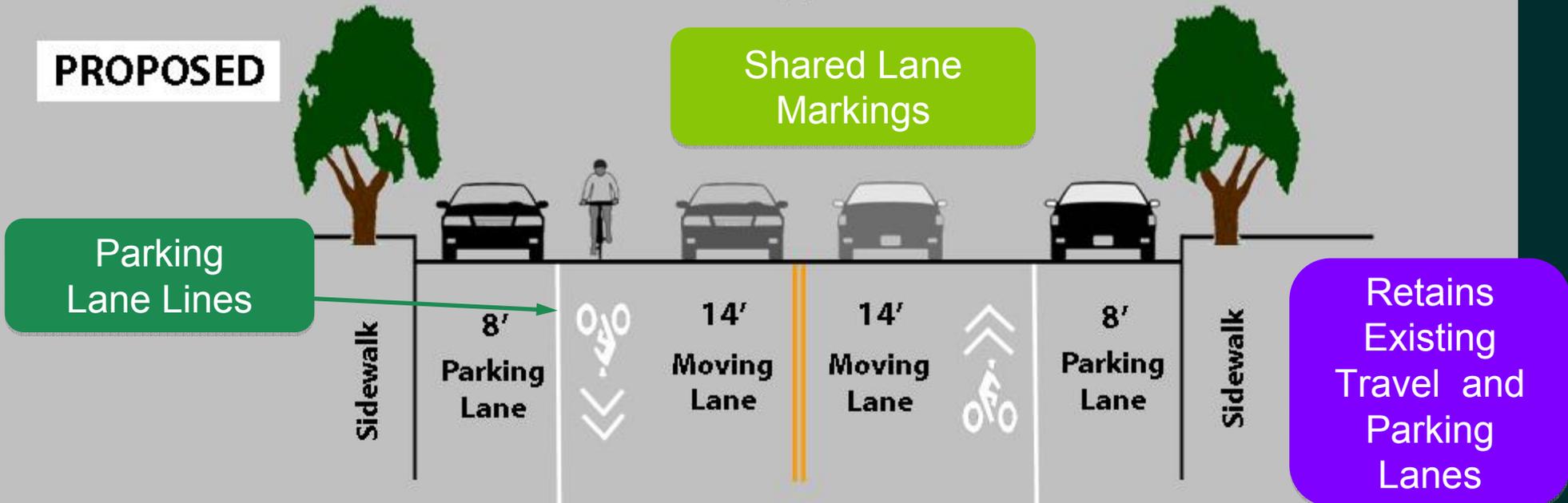
# Proposed Configuration – 4<sup>th</sup> Ave to Shore Road

**EXISTING**



44'

**PROPOSED**



# Project Summary

- Provides Space for All Users
- Improves Vehicle Mobility
- Promotes Appropriate Vehicle Speeds
- Improves, Access, Circulation and Safety
- Expands Bicycle Network



Seth Low  
Playground

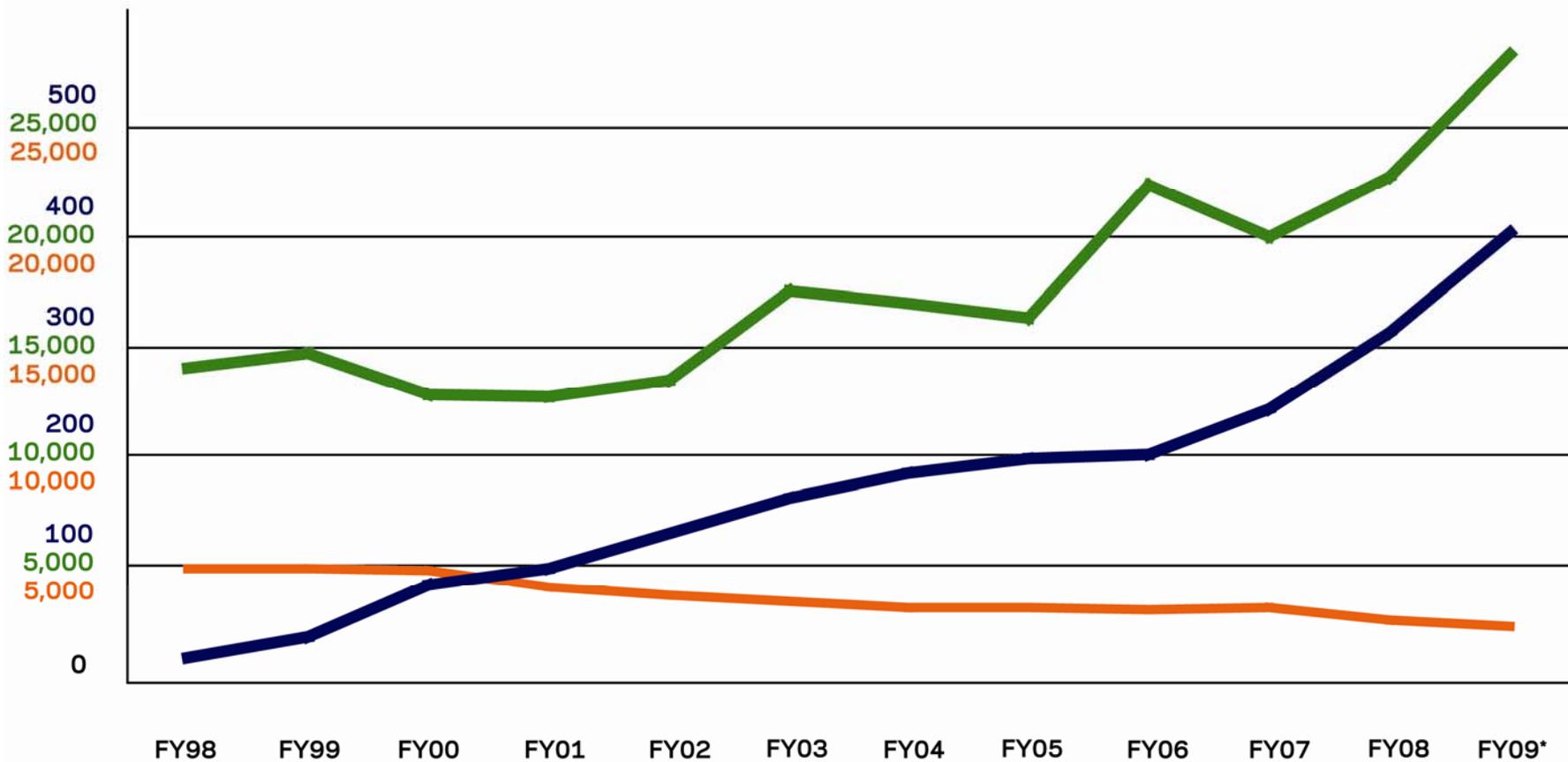
Garibaldi  
Square

Questions?

Thank  
You

# NYC Cycling Background

## Lane Miles Added, Cyclists and Injuries/Fatalities 1998-2009



# Bicycle Lanes and Street Safety

Installing bicycle lanes improves safety for everyone:

- Analysis of 3,000 blocks of bicycle lanes implemented over the last decade showed
  - Pedestrian injuries expected to be reduced by 14%
  - Motor Vehicle-Pedestrian crashes 40% less likely to be fatal
- Similar projects in Brooklyn have shown up to 46% decrease in injuries for all street users (7<sup>th</sup> Avenue)

# Bicycle Lanes and Street Safety

Project Location	Year Installed	Percent Change in All Injuries (Pedestrian, Cyclist, & Vehicle)
7 <sup>th</sup> Avenue	2001	-46%
East 56 <sup>th</sup> Street	2003	-44%
5 <sup>th</sup> Avenue	2004	-24%
Oriental Boulevard	2003	-9%