PRESENTATION OVERVIEW

1. Background
2. Proposal
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Background
Background: Shore Parkway Greenway

SHORE PARKWAY GREENWAY

% 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

SHORE PARKWAY GREENWAY LONG TERM PLANNING

Greenway Plan for NYC
NYC Dept of City Planning, 1993

Schematic Greenway Plan
• Proposed Greenway along Shore Parkway, Cropsey Ave

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

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

Fourth Regional Plan
Regional Planning Association, 2017

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%. 
Background: Shore Parkway Greenway

SHORE PARKWAY DESTINATIONS

- Calvert Vaux Park
- Shore Road Park
- Coney Island Creek Park
- Coney Island Amusement Park
- Shore Parkway Greenway
- Marine Basin Marina
- Six Diamonds Park
- Kaiser Park
- Coney Island Channel

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
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*

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
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
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

Proposed Design

Example: Kent Ave
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
PATH CONNECTION: Bay 52\textsuperscript{nd} & Bay 53\textsuperscript{rd} St

Standard and Shared Bicycle Lanes

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

### Bay 52\textsuperscript{nd} St: Shore Pkwy – Cropsey Ave

**Existing Conditions**

- 28’ Combined Travel & Parking Lane

**Proposed Design**

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

### Bay 53\textsuperscript{rd} 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
**Proposal**

4 PATH CONNECTION: Bay 52\textsuperscript{nd} & Bay 53\textsuperscript{rd} St

**Standard and Shared Bicycle Lanes**

- Complex street network with limited access points
- Investigating new pedestrian crossing and pedestrian ramps at Bay 52\textsuperscript{nd} St & W 22\textsuperscript{nd} 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
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
Summary
Summary

Improved Bike Safety and Access to Shore Parkway Greenway

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?