



Connecting Green Infrastructure and Transport for More Resilient Cities

ITDP Webinar
December 5, 2023

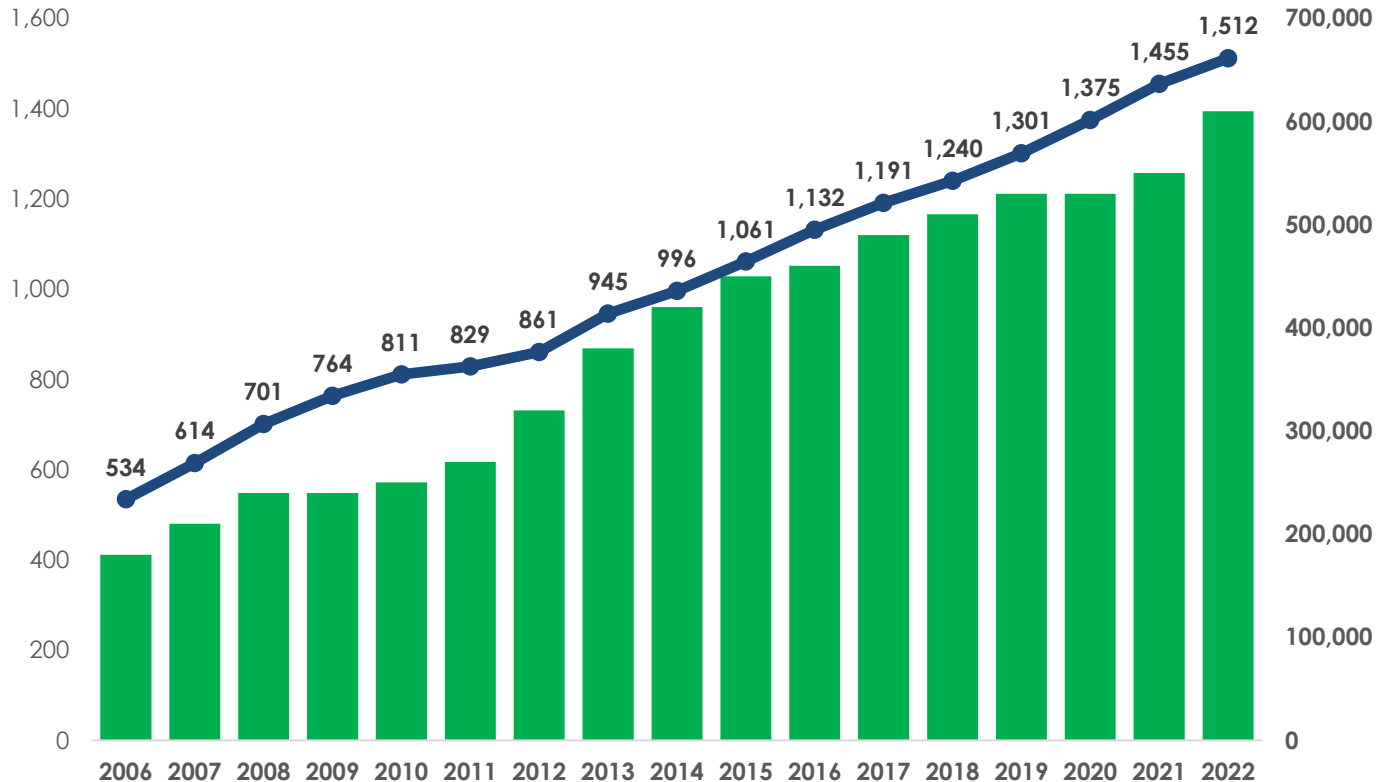


The Cycling Cities campaign
welcomes



as a COHORT CITY
committed to making cycling
safe and accessible to all.

Bike Network Expansion & Ridership



Daily Cycling

1.9 million
or **30%** of adult
NYers ride a bike;
900,000
ride regularly

610,000
Commuting trips
made by bike in
NYC in 2022

104% growth
In daily cycling
since 2011

Intro

THE SHERIDAN EXPRESSWAY STUDY

Reconnecting the Neighborhoods Around the Sheridan Expressway and Improving Access to Hunts Point



Better Barriers on Quay St, BK

Guiding Plans & Policies

Bicycle & Greenways Network Planning and Evaluation

Green Wave (2019)

Long-term citywide vision for improving cycling safety and the riding experience for cyclists.

- 30 mi of PBL/year
- 75 mi of bike lanes in 10 priority districts by 2022
- 1 out of 10 trips by bike by 2050

OneNYC (2015)

Commitment to install PBLs, increase cycling mode share, add bike parking, improve bike access to Harlem River Bridges, and expand bike share.

NYC Streets Plan (2021)

5 year vision plan to improve the safety, accessibility, and quality of the city's streets. Safer and equitable expansion of the bicycle network that supports economic and environmental vitality of NYC.

- 2022: 30 PBL mi/year
- 2023+: 50 PBL mi/year



\$7.25 Million from RAISE to create 5 new Implementation Plans

NYC Bike Network Expansion

1996



2013



2023



1,550+
lane miles

North America's
largest bicycle
network

670



total protected
bike lane
network

33

total protected
bike lane miles
installed in 2022

Jamaica Bay Greenway

Jamaica Bay Greenway

MARINE PARK & SHEEPSHEAD BAY
 CAMARISE & SPRING CREEK
 HOWARD BEACH & OZONE PARK
 ROCKAWAY & BEACON CHANNEL

Proposed Projects	Length (ft)	Cost
Plumb Beach Network Link Install grade separated multi-use bicycle path along the Sheepshead Bay waterfront.	4,500 ft	\$551
Marine Park Connector Install grade separated pedestrian and bicycle path adjacent to Marine Park.	2,500 ft	\$511
Flushing Avenue Enhancements Enhance crossing at Sheepshead Bay. Reconstruct path to accommodate a pedestrian and bicycle path on west side of Flushing Ave.	4,500 ft	\$555
Marine Park Path Work with NYC Parks to widen the existing off-street path to accommodate a multi-use path through or adjacent to Marine Park.	1,900 ft	\$111
Pierdogat Network Link Install two-way, off-street bicycle path between existing bicycle network and Greenway.	2,000 ft	\$511
Pierdogat Ave. N Build two-way and pedestrian sidewalk to create grade separated, multi-use path along Pierdogat Basin.	5,000 ft	\$551
Canarsie Pier East Extension Construct grade separated path and pedestrian sidewalks along Canarsie Park, Pier, and Pier 54.	4,400 ft	\$551
Spring Creek Towers Realign and extend the Greenway. Widen sidewalk to accommodate a grade separated pedestrian and bicycle path along the east side of Fresh Creek Rezume Park.	4,500 ft	\$551
Paradise Avenue Overpass Widen sidewalk to accommodate a grade separated pedestrian and bicycle path on Peninsula in Ave Overpass.	500 ft	\$511
Gateway Network Link Realign existing sidewalk to protected pedestrian and bicycle path and construct bus stop bay to facilitate Spring Creek Park.	3,300 ft	\$511
Erskine St Overpass Enhance existing pedestrian and bicycle path on Erskine St Overpass.	700 ft	\$511
Canarsie Beach Trail Connector Work with NYC Parks to construct an off-street, multi-use path through Canarsie Park West, connecting to Pierdogat Ave and Greenway.	3,150 ft	\$511
St. Nicholas St. Development Improvements Work with NYC Parks, DEP and NY Rising to install streetscape improvements.	500 ft	\$511
Gateway Drive Extension Work with NPS and NYC Parks to extend Gateway Drive multi-use path from Vanderbilt Ave to Hudson Ave adjacent to new park.	500 ft	\$511
Conduit Greenway Extension Realign street to create pedestrian path and protected bicycle path along neighborhood edge and on Calvary St Bridge.	3,500 ft	\$551
Canarsie Bridge Connector Install an off-street bicycle lane markings, wayfinding signage, and pedestrian medians to ease interactions from Shore Play Greenway to Spring Creek Park. Construct new sidewalk with new brick and grade separated, multi-use path along Spring Creek Park.	7,500 ft	\$551
Adkisson Bridge Enhancements Realign Adkisson Bridge roadway, and bridge approach to create protected two-way bicycle path.	4,500 ft	\$551
Spring Creek Park Path Work with NPS and DOI to construct an off-street, multi-use path through Spring Creek Park.	TBD	
Shera Pinery Greenway Extension Work with NYC Parks and NYC DOT to widen and enhance off-street, multi-use path from Shore Play Greenway to 100 St.	1,400 ft	\$511
North Conduit Extension Work with NYC Parks to widen and enhance existing path from Calvary St Bridge to Poshers Field.	3,500 ft	\$551
Broad Channel Greenway Enhancements Reconstruct median, enhance pedestrian and bicycle facilities and wayfinding from Jamaica Bay Wildlife Refuge to Cross Bay Bridge.	6,200 ft	\$555
Nassau County Connector Construct sidewalk, install on-street bicycle markings, and wayfinding signage from Rockaway Beach to Rockaway County Line and Nassau County Greenway.	1,800 ft	\$511
Bridge to Beach Connector Install an off-street bicycle lane and wayfinding signage from Rockaway Boardwalk to Cross Bay Bridge.	1,900 ft	\$511
Jacob Ritz Park to Boardwalk Maintain or upgrade existing on-street sidewalk and install wayfinding signage from Jacob Ritz Park to Rockaway Boardwalk.	7,400 ft	\$511
Work with NY State Safety Improvements Intersection: Work with NY State to improve pedestrian crossing at Beach Channel Drive and Beach 104 St.	14,200 ft	\$511
Bayville Path Work with NYC Parks, DOE and private property owners to construct a new off-street, multi-use path along waterfront.	14,200 ft	\$511

17 DOT Projects
9 Future Enhancement Projects
19 miles of new or enhanced Greenway



Shore Parkway, Brooklyn

2 miles of jersey barrier protected bike path



Design:

- Remove parking, design around highway service road

Implementation:

- As soon as engineers were on board; 1 year start to finish



Emmons Ave, Brooklyn

3 miles of waterfront
protected bike path



Design:

- Context sensitive: addressed concerns around parking

Implementation:

- Pitched proposal for 4+ years (2 administrations)

NYC Greenways Expansion Plan

City Team (Department of Transportation (DOT), Parks Department (DPR), and the Economic Development Corporation (EDC)) evaluated corridors based on the following criteria:

- **Equity** (PIAs), **Safety** (VZ priority areas), **Access to Jobs** (New York “emerging downtowns”), **Access to Transit**
- Additional factors include **Access to Open Space**, **Resiliency**, **Heat Vulnerability**



Implementation Plan

- **Not a Master Plan!**
- An overall plan will guide policy decisions. An overall plan is important, but details of final design are less important.
- Keep planning process open to any point of leverage.
 - Future developments, i.e. lots that are stalled by developers
 - Funding sources, i.e. having “shovel-ready” process
 - Political commitments, i.e. keep focus on mileage regardless of timelines

HARLEM RIVER GREENWAY — BRONX EXPANSION

- 7 miles connecting Randall's Island to Van Cortlandt Park
- Community engagement beginning April 18
- Share your thoughts: [NYC.gov/Greenways](https://nyc.gov/greenways)



Tibbets Creek Daylighting

Harlem River Greenway

- 1) Does a large-scale environmental projects materialize prior to the plan?
- 2) Should protected bike lanes be developed on adjacent streets?



- ACCESS POINTS**
- Connectivity:** A comprehensive neighborhood and maintenance circulation analysis informed the access points location.
 - Maintenance:** Informed path width, slopes, entrances and fencing.
 - Accessibility:** Universal access is provided at all greenway entrance



Exterior Street

Harlem River Greenway

- 1) Is an on-going construction project too developed to change?
- 2) Should we frame this as a markings project?
- 3) Do we have to push a long-term vision of a path through what is now parking lots?



Lincoln Avenue (Street End)

Harlem River Greenway

- 1) Can we leverage the plan with local stakeholders prior to publishing?
- 2) Do we want to leave this as a long-term, costly option, but manage expectations to build out an on-street greenway?



Thank You!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT