## Safer Cycling in NYC Community Bike Network Planning Process

# QUICK FACTS

Did you know? Crashes involving pedestrians were approximately **40% less deadly** on streets with bike lanes.

#### **Conventional Bike Lanes:**

- Creates a dedicated space for cyclists
- Organizes traffic and improves predictability
- Improves the safety of all roadway users

#### **Brooklyn Community Districts (BK CD) 12 & 14 Existing Bike Network**



## Brooklyn Community Districts 12 & 14 Borough Park, Flatbush, Ditmas Park, Midwood



### **NYC Cyclist Fatality & Severe Injury Crash Data**





**89%** of cyclist fatalities occurred outside of a bicycle facility. (2006-2016)

**92%** of crashes resulting in a cyclist killed or severely *injured involved a passenger* car or a Taxi/For-Hire Vehicle vs. a truck, bus, or *motorcycle.* (2006-2014)



2 cyclists were killed & 49 were severely injured in BK CD 12. (2010-2014)

cyclist was killed & 44 were severely injured in BK CD 14. (2010-2014)

VISION ZERO is the City's multi-agency initiative for ending traffic deaths and injuries on NYC streets. Approximately 4,000 New Yorkers are seriously injured and more than 250 are killed each year in traffic crashes. As part of Vision Zero, DOT is working with your community to design safer streets.



#### **Priority Bicycle Districts**



Brooklyn Community Districts 12 and 14 are Priority Bicycle Districts, as identified in the City's Safer Cycling 2017 report. These districts have the highest ratio of cyclists killed or severely injured to bicycle network coverage.

By 2022, the goal of installing a total of 75 miles of bicycle facilities in the ten Bicycle Priority Districts identified in the report will be accomplished. The goal's successful outcome will meet the increasing demand for more bicycle lanes while addressing the urgent need for improved cyclist's safety.











