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.











