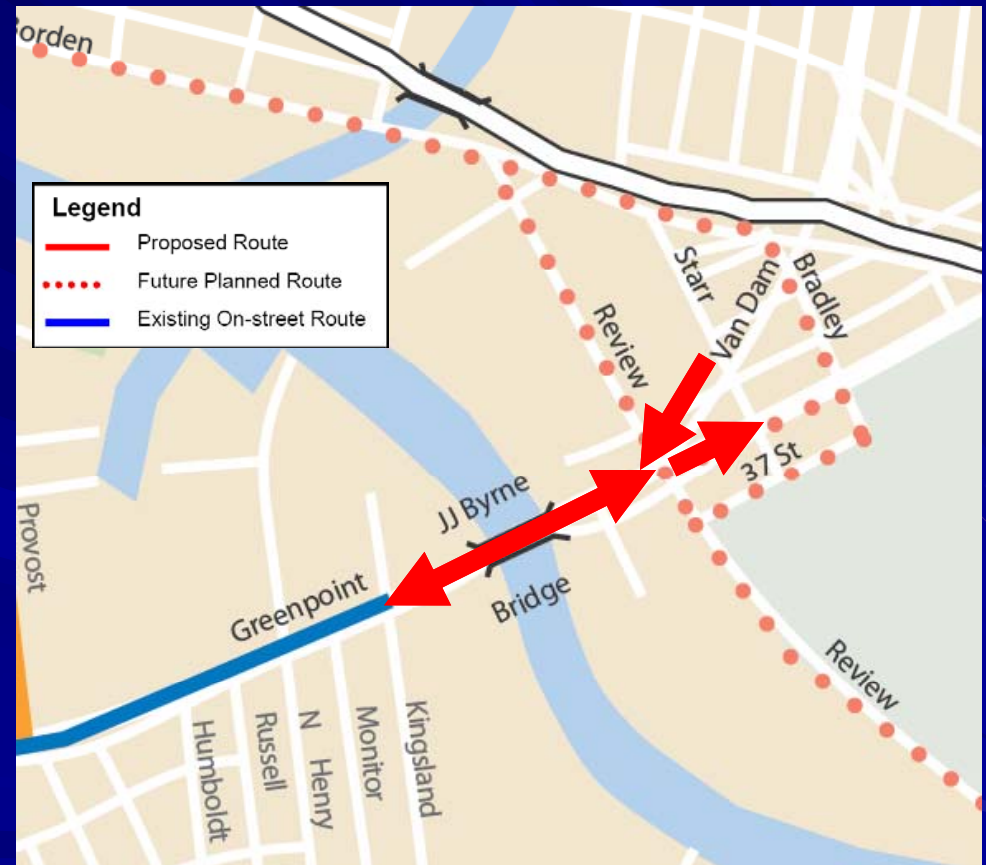


Bicycle and Pedestrian Improvements

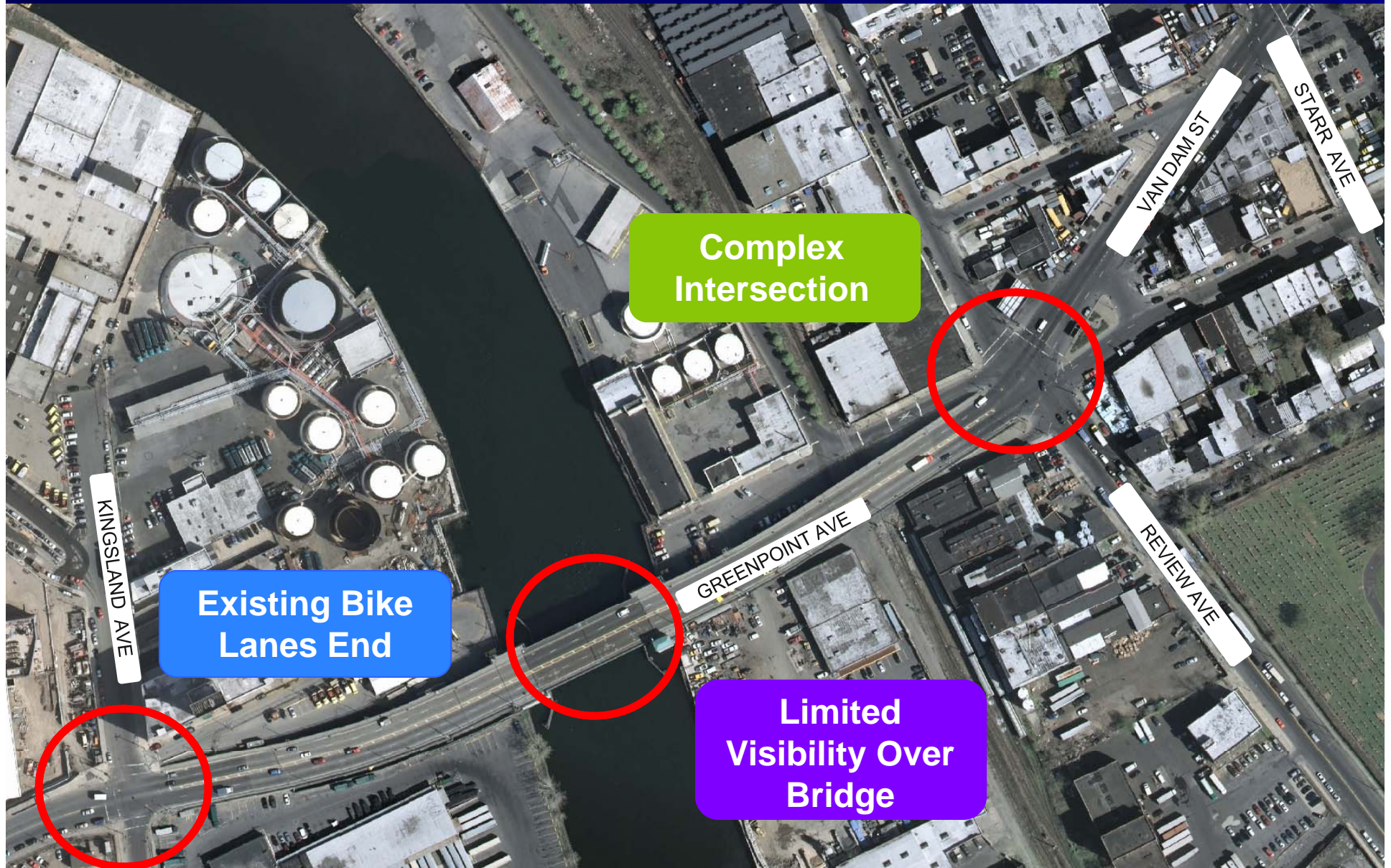


Project Background and Limits

- NYC Bicycle Master Plan Route
- Complaints from local stakeholders about the discontinuous bike lane
- Severity of weighted injuries rank very high at Van Dam Street
 - 99th percentile of Queens Intersections



Existing Conditions and Project Area



Existing Conditions



- Multi-leg Complex Intersection
- Lane Assignments Unclear
- Difficult to Navigate for Pedestrians and Cyclists

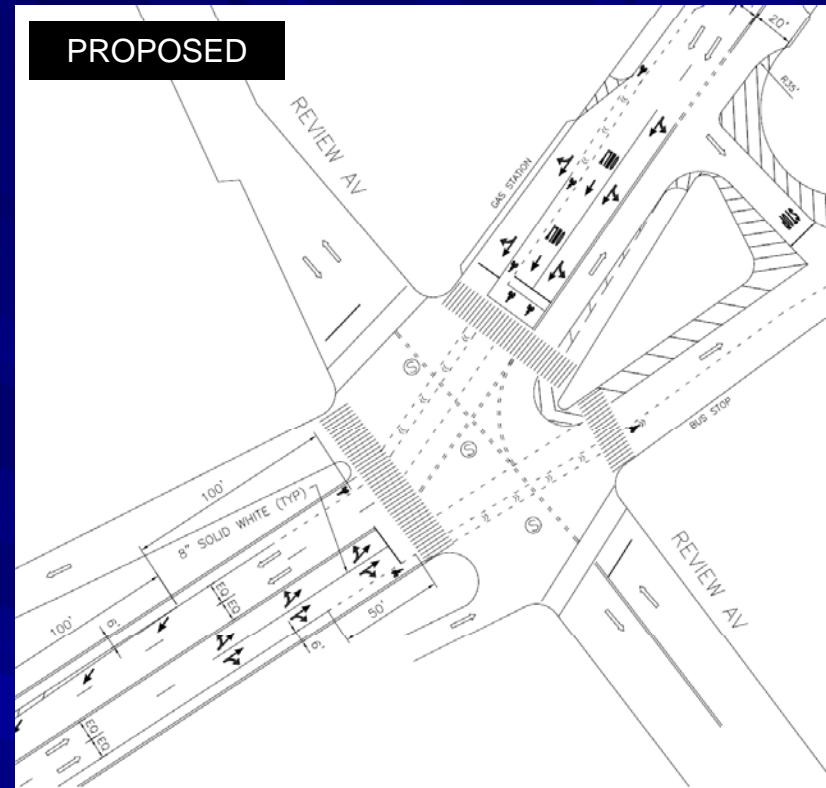
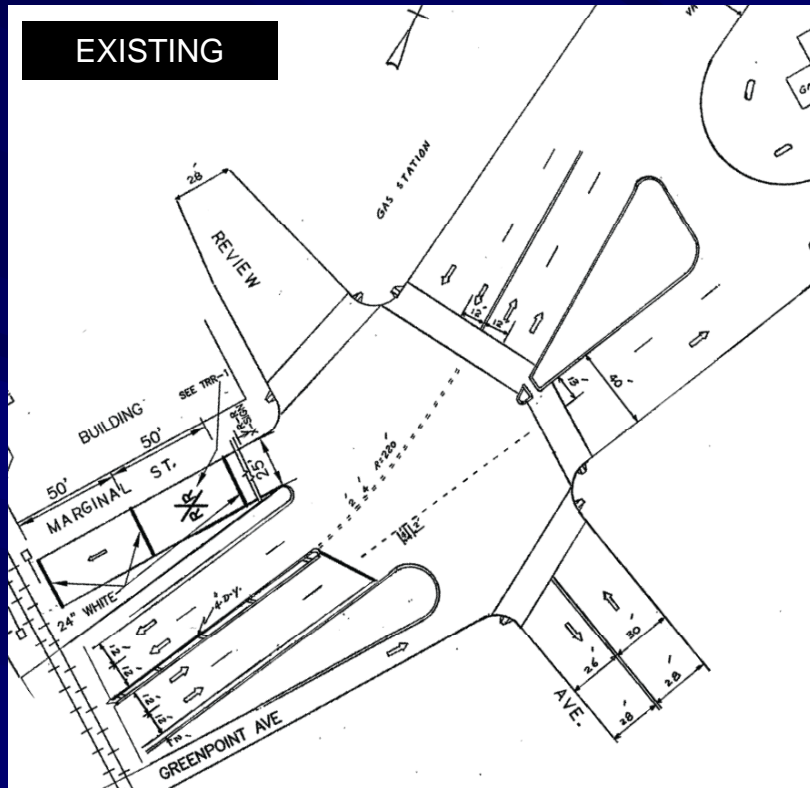
- Existing Greenpoint Avenue Bike Lanes End at Kingsland Avenue
- No Connection Over Newtown Creek



Complex Queens Intersection



Proposed Intersection Design

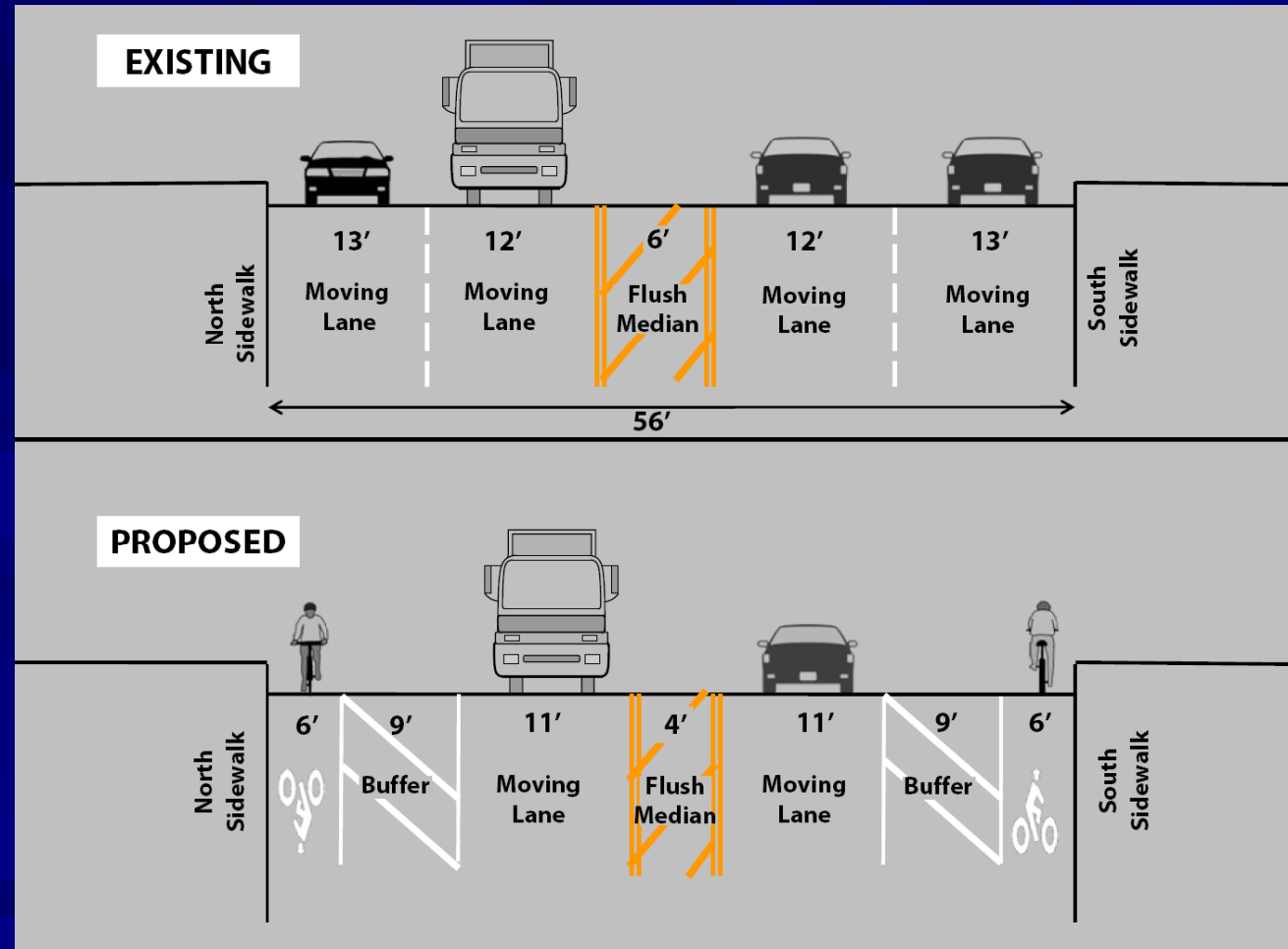


Proposed Improvements

- Organize confusing intersection and bridge approach
- Install bike lanes leading onto and coming off of bridge
- Install new pedestrian signal at crossing foot of the bridge on the Queens side
- New hi-visibility cross-walks
- Update standard cross-walks to hi-visibility cross-walks throughout intersection
- Possible signal timing change to process vehicles

Proposed Bridge Roadway Design

- Reduce the number of lanes in the middle of the bridge
- Install buffered bike lanes in both directions over bridge
- Create turning lanes on each side of bridge



Section through middle of bridge

Brooklyn Intersection



Project Summary

- Safety improvements for all users at complex multi-leg Queens Intersection
 - Update markings
 - Pedestrian signal/cross-walks
 - Bike Lanes
 - Turning lanes on each side of bridge
 - Possible signal timing changes
- Provide safe connection from existing Greenpoint Avenue bike lanes between Brooklyn and Queens
 - Buffered bike lanes over bridge

Questions

