Greenpoint Avenue Bridge Improvements
Bicycle Safety Enhancements

New York City Department of Transportation
Presented to Brooklyn CB 1 on March 17, 2015
March 2010 DOT proposed safety changes over bridge as part of bridge component rehabilitation, which included:

- buffered bike lanes
- implementation was delayed due to construction and utility work

Existing Greenpoint Ave bike lanes end at Kingsland Ave on Brooklyn side.

No connection over Newtown Creek.

DOT has received numerous requests for bike facilities on the bridge over the years.

Complaints about speeding.

Assembly Member Joseph Lentol & Council Member Jimmy Van Bramer requested improvements.
Project Map

Existing eastbound bicycle lane ends at Kingsland Ave
Existing Conditions

Two Travel Lanes
Brooklyn Bound

Two Travel Lanes
Queens Bound

Limited Visibility Due To Curvature & Elevation Change

Median

Between Review Av and Kingsland St
14-Hour Bicycle Volumes

*Count conducted 6/17/2014 & 6/21/2014 7am-9pm*
Existing Conditions

Bicycle Riders Stop and Dismount
Walk Bike

Sidewalk Riding

Sidewalk Conflicts
Existing Conditions – Brooklyn Side
At Kingsland Ave

Bridge Approach from Kingsland Ave, Brooklyn
Proposed Design – Brooklyn Side
At Kingsland Ave

**Existing**

Brooklyn Bound

- North Sidewalk
  - 12’ Travel Lane
  - 12’ Travel Lane

Queens Bound

- South Sidewalk
  - 12’ Travel Lane
  - 12’ Travel Lane

**Proposed**

Brooklyn Bound

- North Sidewalk
  - 6’ Median
  - 11’ Travel Lane
  - 11’ Travel Lane

Queens Bound

- South Sidewalk
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 6’ Median
Proposed Design – Mid-Bridge Span

Existing

Brooklyn Bound

12’ Travel Lane

12’ Travel Lane

6’ Median

12’ Travel Lane

12’ Travel Lane

South Sidewalk

North Sidewalk

Existing

Brooklyn Bound

12’ Travel Lane

12’ Travel Lane

6’ Median

12’ Travel Lane

12’ Travel Lane

South Sidewalk

North Sidewalk

Proposed

Brooklyn Bound

6’ Travel Lane

11’ Travel Lane

3’ Median

11’ Travel Lane

11’ Travel Lane

South Sidewalk

North Sidewalk

Proposed

6’ Travel Lane

11’ Travel Lane

4’ Buffer

11’ Travel Lane

11’ Travel Lane

South Sidewalk

North Sidewalk
Existing Conditions – Queens Side
At Review Ave
Proposed Design – Queens Side
At Review Ave
Draft Design
With Peak-Hour Vehicle Volumes

Peak Hour Vehicle Volumes:
AM/PM
Nov 2014
Example of Proposed Design

39th St Bridge, Queens
Summary of Proposal

- **Bridge Span**
  - Two travel lanes for Queens bound traffic
  - One travel lane for Brooklyn bound traffic
  - 6’ curbside bike lanes in both directions with 4’ buffer

- **Approaches**
  - Two travel lanes in each direction
  - 6’ curbside bike lanes in both directions

- Establishes a connection between the bicycle network in Brooklyn to the expanding network in Queens
- Improves bicycle circulation throughout the community and to major employment centers
- Improves safety for cyclists by designating space for riding & addressing sight line issues on the bridge
- Increases awareness of the presence of cyclists