



Cross Bay Blvd, Addabbo Bridge to E 6 Rd Safety Improvements

New York City Department of Transportation

Presentation by the NYC DOT Bicycle Unit to Queens Community Board 14, February 2020



Background



Existing Conditions

- Village of Broad Channel
- Primary route to Public Beach
- Four Bus Lines (QM 16, QM17, Q52/53 SBS)
- Standard bike lanes installed in 1997
- **Vehicular volume:**
 - NB: **1,292** (midweek), **989** (weekend)
 - SB: **1,016** (midweek), **840** (weekend)
- **Bike volume:**
 - **585** (weekday), **646** (weekend); September, 2018

Safety:

- 74 people have been injured, including 5 severely injured (2013-2017)
- Recent cyclist fatality





- Excess capacity in wide roadway encourages speeding and other unsafe behavior



- Long distance between signalized intersection; limited crossing opportunities for pedestrians and cyclists



- No protected bike access between Broad Channel Village and Jamaica Bay Greenway

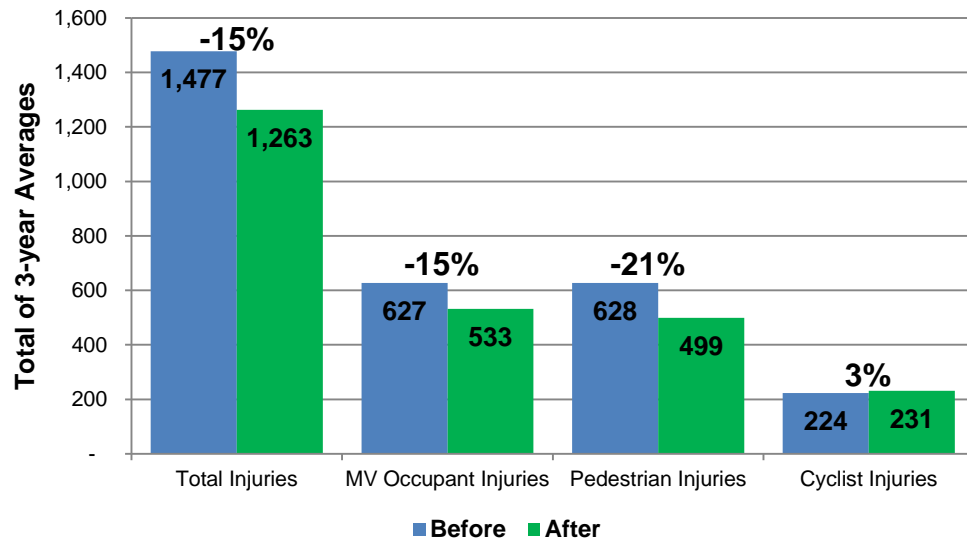
Community Request for Safety Improvements

Background

Safety Benefits of Protected Bike Lane

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database



Ridership Growth

490,000 daily trips in 2016

+55% Growth since 2012

+134% Growth since 2007

(2019 Cycling in the City)

24% of adult New Yorkers,
nearly 1.6 million people,
ride a bike

(2016 Community Health Survey)

3% of all trips taken by
NYC residents were by bike

(2017 mobility survey)



Green Wave: A Plan for Cycling in New York City



Analysis of fatalities key factors (2014-Present):

- **60% of fatalities happened at intersections**; 23% involved a vehicle turn; 16% involved a driver's failure to yield the right of way
- Nearly **90% of fatalities** happened on **streets without bike lanes**

Citywide Protected Bicycle Lane (PBL) Network

- **Build 30 miles of protected bicycle lane annually**, guided by a PBL vision document.

Better Design:

- Implement **new design** standards based on national & international best practices **to enhance safety at intersections.**
- Continue **piloting new designs with rigorous safety analysis**

Education and Outreach:

- Launch **next phase of Vision Zero** public awareness campaign, educating drivers with a focus on cyclist safety — and **expand the “Get There”** bicycle encouragement/rules of the road campaign
- **Educate all street users** about safe truck operation on city streets
- Increase helmet giveaways and helmet use encouragement.

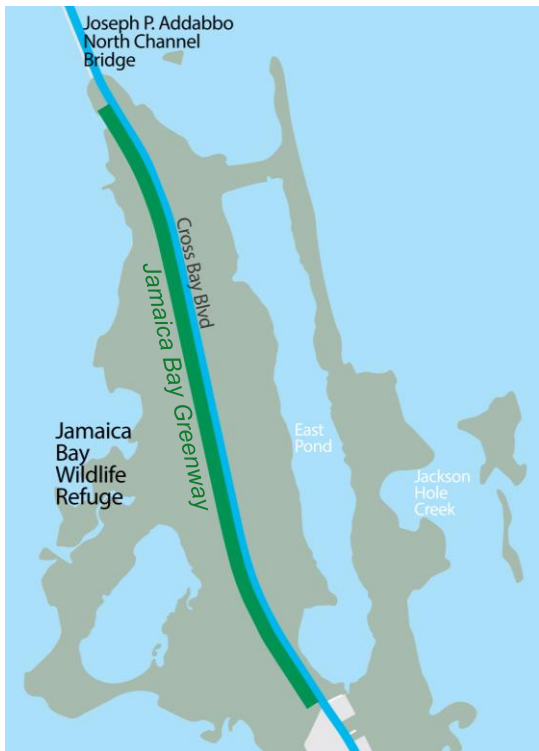
Proposal

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Project Area

Cross Bay Blvd

1. Addabbo Bridge to E 1 Rd



Cross Bay Blvd

2. E 1 Rd (Callahead) to E 6 Rd



1. Addabbo Bridge to E 1 Rd (Callahead)

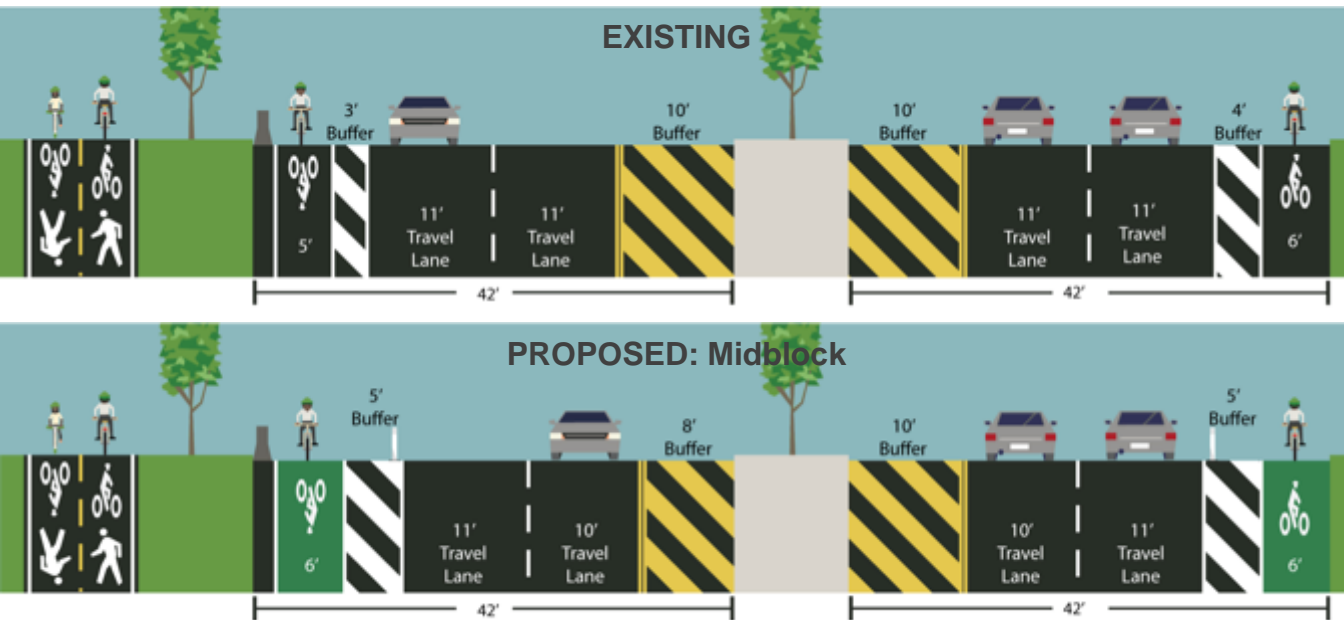


Existing Conditions:

- Wide roadway with excess capacity encourages speeding and other unsafe behavior
- Standard curbside bike lane
- *Recent repaving*

Proposal

1. Addabbo Bridge to E 1 Rd (Callahead)



Proposed:

- Upgrade existing buffered curbside bike lane to delineator protected

Benefits:

- Builds on previous safety improvements
- Visually narrows the roadway; calms traffic
- Increases visibility of cyclists in the roadway

Proposal

2. E 1 Rd to E 6 Rd

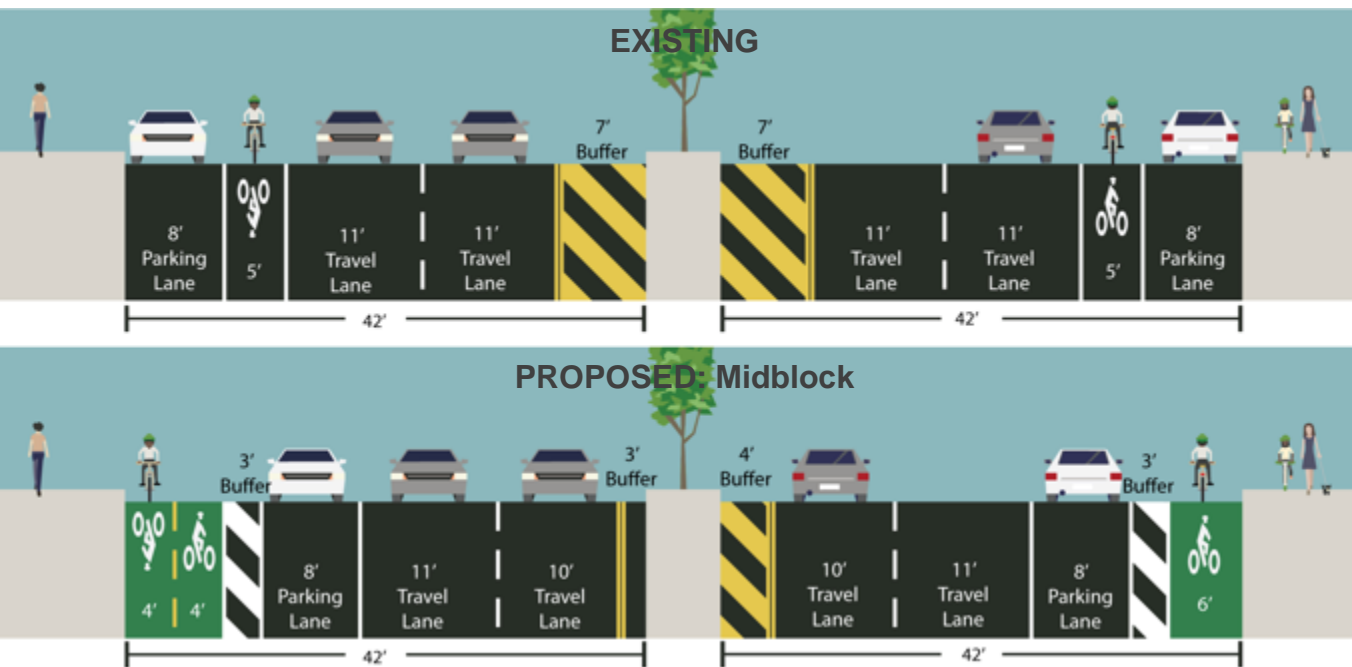


Existing Conditions:

- Long distance between signalized crossings; long pedestrian crossings (4+ travel lanes, 84+ feet)
- Standard bike lane is often blocked by trucks
- Illegal parking in channelization blocks visibility of turning vehicles
- *Recent repaving to E 5 Rd*

Proposal

2. E 1 Rd to E 6 Rd



Proposed:

- Install two-way bike path along west curb on SB approach
- Upgrade standard NB bike lane to parking protected
- Reduce the width of the buffer along the median

Benefits:

- Provides dedicated space for cyclists between Broad Channel Village and Jamaica Bay Greenway
- Calms traffic
- Discourages parking along median

Proposal

Design Elements

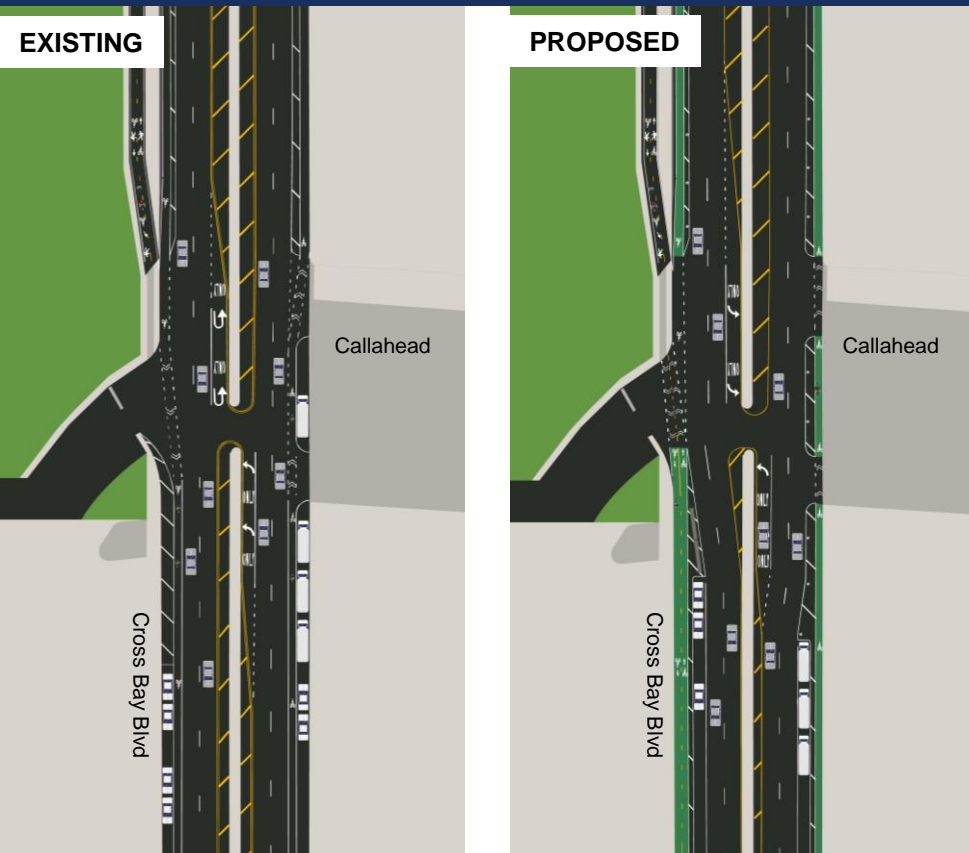


Ave V, Marine Park

Intersection Design

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Cross Bay Blvd Bridge at E 1 Rd (Callahead)



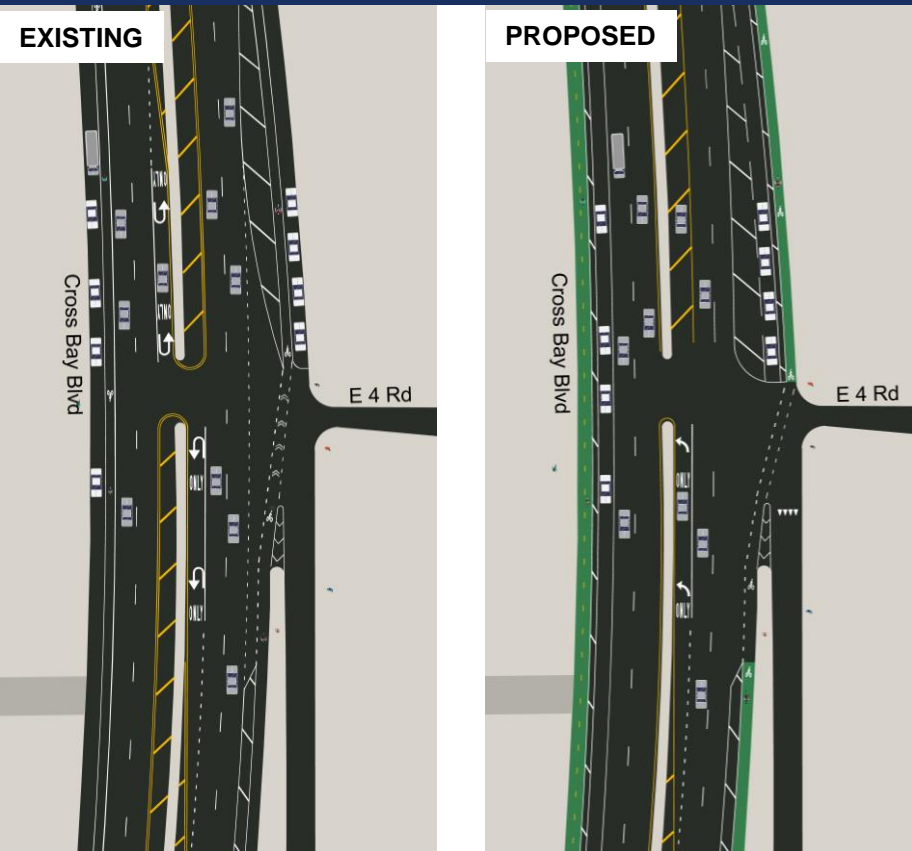
Proposed Bike Connection:

- Install two-way path along the west curb on southbound direction
- Upgrade standard NB bike lane to parking protected
- Driveway design along the NB curb requires the removal of 3 parking spaces
- *Addition of two parking spaces in front of the Athletic Clubs in under engineering review*

Benefits:

- Provides dedicated space for cyclists from Broad Channel Village to/from Jamaica Bay Greenway that is separated from moving vehicles

Cross Bay Blvd Bridge at E 4 Rd



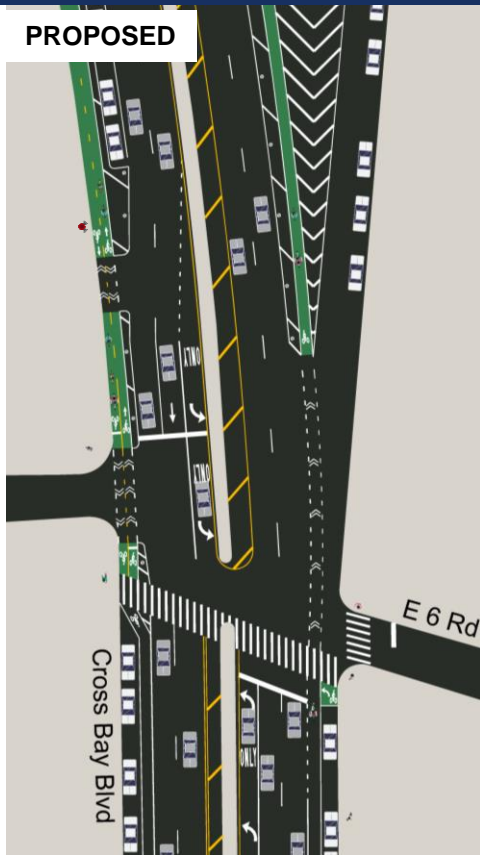
Proposed:

- Continue two-way bike path to signalized intersection at E 6 Rd
- Upgrade standard NB bike lane to parking protected
- Eliminate dedicated SB left turn

Benefits:

- Provides dedicated space for cyclists that is separated from moving vehicles
- Visually narrows the roadway
- Calms traffic while allowing for SB left, and U-turns

Cross Bay Blvd Bridge at E 6 Rd



Proposed:

- Continue two-way bike path to signalized intersection
- Install intersection for cyclists crossing from standard lane to two-way path
- Maintains dedicated turn lanes
- *Intersection design requires the removal of 3-4 parking spaces on the SB approach*

Benefits:

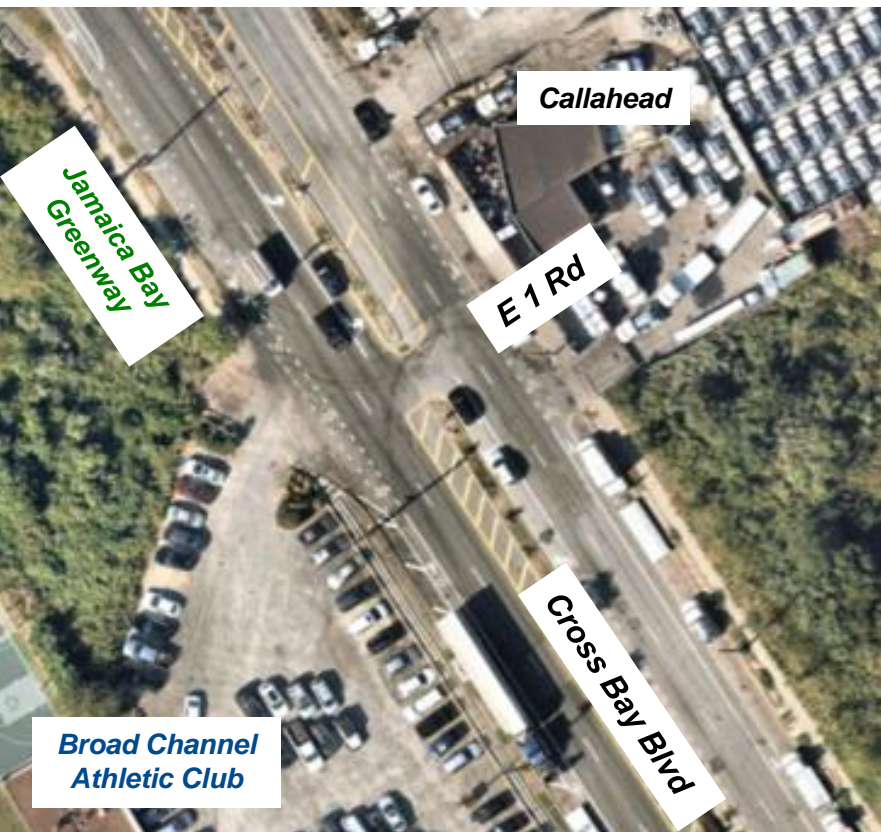
- Provides dedicated space for cyclists that is separated from moving vehicles
- Safer crossing at signalized intersection
- Daylighting at intersection improves visibility

Intersection Control Analysis

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Proposal

Cross Bay Blvd at E 1 Rd (Callahead)



Community Request for Traffic Signal

- DOT is currently collecting data for intersection control analysis
- Warrant for Signalized Intersection:
 - Review of geometry, average speed, crash data, pedestrian, bicycle and vehicle volumes



Summary of Benefits

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Summary of Benefits

Cross Bay Blvd at E 1 Rd (Callahead)

Protected bike lanes benefit all street users:

Crashes with
Injuries

Down 15%

Motor Vehicle
Occupant Injuries

Down 15%

Pedestrian
Injuries

Down 21%

- Builds on previous **safety improvements**
- Shorter, **safer pedestrian crossing**
- **Protected bike access** to Jamaica Bay Greenway that is comfortable for all ages and ability levels
- Organizes, **calms traffic** in Broad Channel Village
- Accommodates truck and bus traffic



Thank You!

Questions?



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