



Borden Ave

Center St to Starr Ave

Protected Bike Path

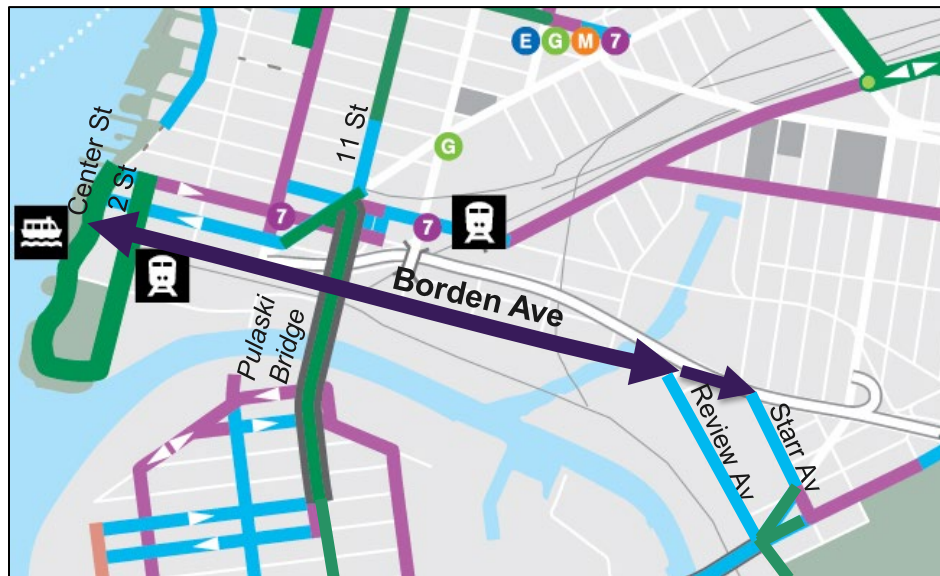
Presented to QNs CB2 by NYC DOT



Background

Project Goals

- Continue to build robust bike network for growing number of cyclists in LIC + Blissville
- Fill in gaps in transit
- Improve safety for all road users
- Provide safe connections to key destinations
 - Hunts Point Park
 - Gantry State Park
 - Queens Waterfront Greenway
 - Greenpoint Ave Bridge
 - Kosciuszko Bridge
 - Pulaski Bridge
 - Laurel Hill Blvd PBL
 - Industrial job centers in Maspeth and LIC
 - Hunter's Point Ferry
 - LIC Train Station
 - New two-way bike lane on Review Ave



LEGEND

↔ Proposed

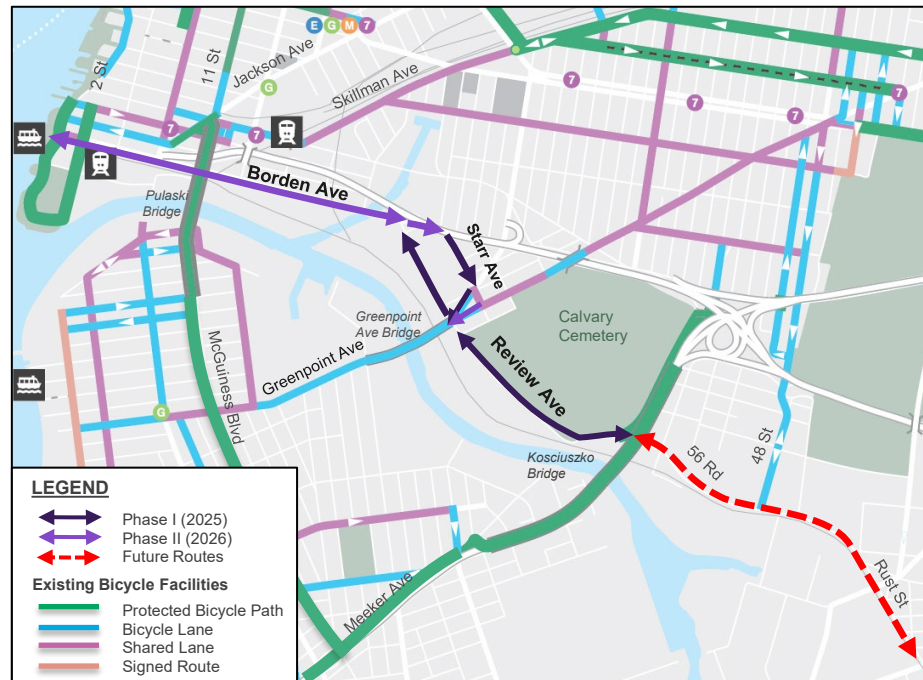
Existing Bicycle Facilities

- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Route

Background

LIC/Blissville Bike Network

- Entire Network presented to CB2 in 2024
- Phase 1 implemented in 2025
 - Starr Ave, Borden Ave to Van Dam St
 - Van Dam St, Starr Ave to Review Ave
 - Review Ave, Borden Ave to Laurel Hill Blvd
 - Laurel Hill Blvd, Review Ave to 56 Rd
- Greenpoint Ave (Starr Ave to Review Ave) postponed until Spring 2026 due to construction at the Blissville Triangle



Cycling in Numbers

Network Map:

DOT is responsible for the largest bike network in North America with over **1,375+** lane miles

NYC Ridership:

- **774,000** ride a bicycle regularly (at least several times a month)
- **530,000** daily commuting bicycle trips (2019)
- **116%** increase in daily cycling (2009-2019)



Safety Benefits of Protected Bike Lanes

Protected bike lanes benefit all street users:

Crashes with Injuries
Down 15%

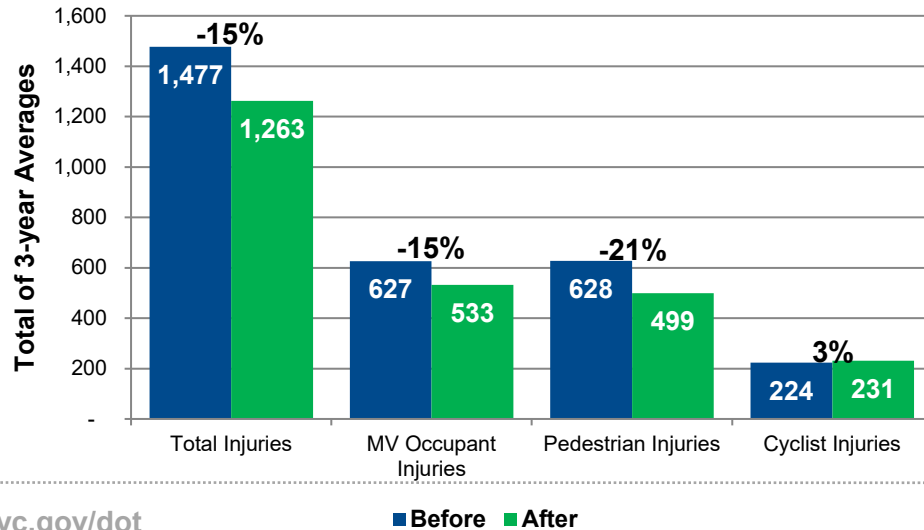
Motor Vehicle Occupant Injuries
Down 15%

Pedestrian Injuries
Down 21%

Injuries to cyclists increase only 3%, despite a **61% increase in bike volume**

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, Inlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

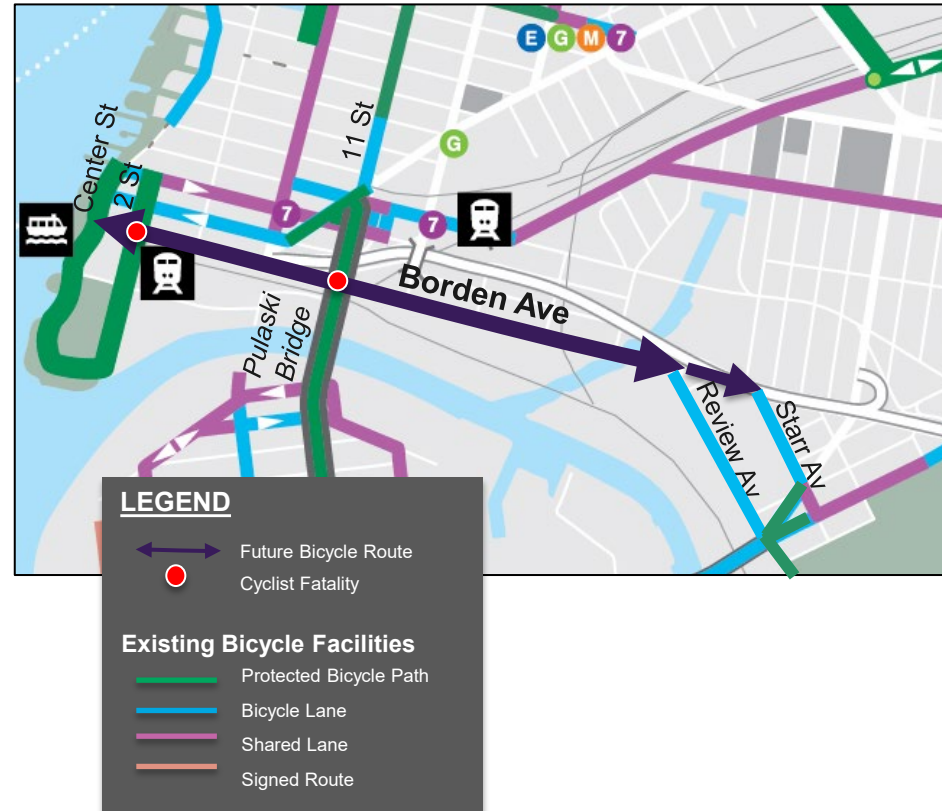
Injury Summary

Project Corridors

2021-2025 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	11	3	0	3
Bicyclists	3	1	2	3
Motor Vehicle Occupant	5	0	3	3
Total	73	3	3	6

- Cyclist fatality on Borden Ave + 2nd St in 2019
- Cyclist fatality on Borden Ave + 11th St in 2019



Proposal

2

Proposed Bicycle Network

Borden Ave

Center St to Review Ave

- Two-way protected bike lane on the south curb

Review Ave to Starr Ave

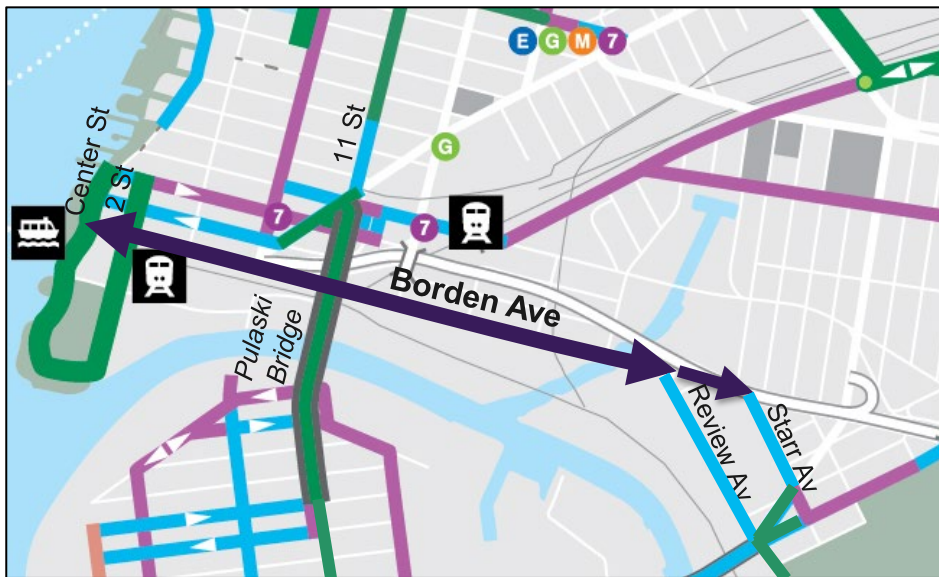
- East-bound protected bike lane on the south curb

LEGEND

↔ Future Bicycle Route

Existing Bicycle Facilities

- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Route



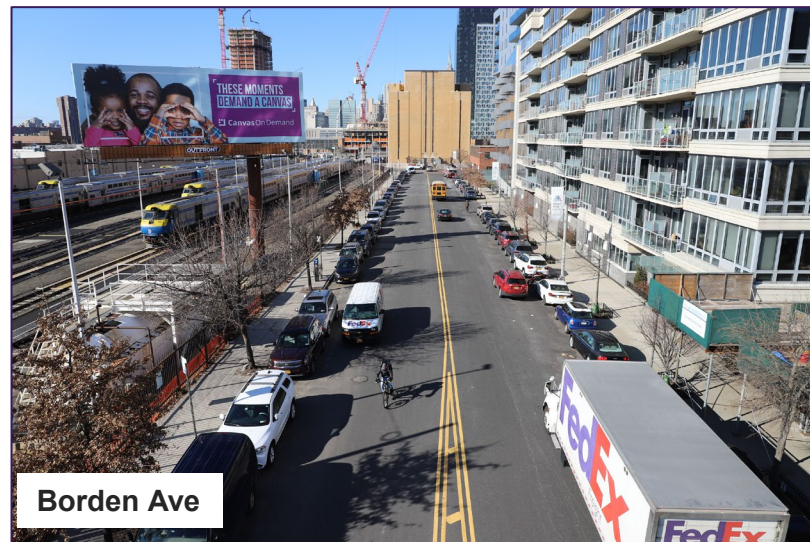
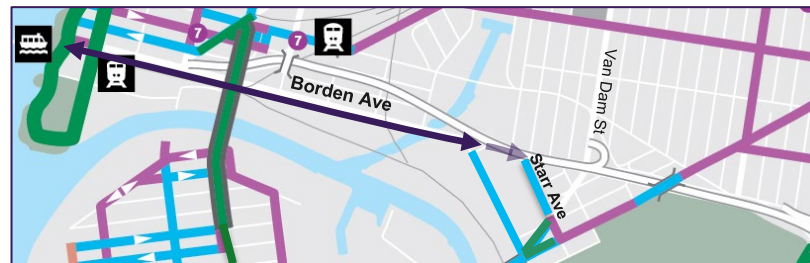
Borden Ave, Center St to Review Ave

Existing

- Primarily industrial corridor with some commercial and housing land use / commercial and residential uses east of the project area
- Connects to Hunter's Point Park and Gantry State Park on the west side
- New development including large housing complex
- Limited intersections on south edge
- All-way stop control added at Borden Ave and 11th St in 2026

Existing Issues

- Large trucks mix with bicycles and pedestrians
- Streets are not designed to accommodate residential uses and waterfront access
- Local streets are heavily trafficked by vehicles accessing the LIE, Jackson Ave, and Pulaski Bridge



Borden Ave

Borden Ave, Center St to Review Ave

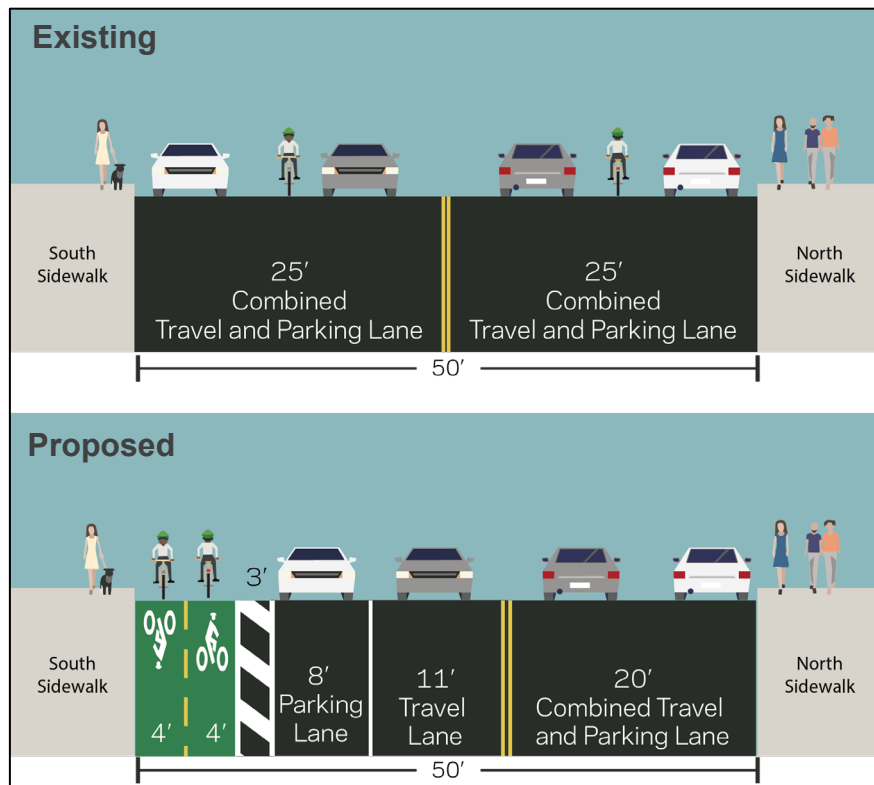
Proposed

Install **two-way parking and jersey barrier protected bike lane** from Center St to Review Ave on the south side

- Separates bicycles from vehicles, including large trucks
- Creates safer connections between residential areas, bridges, and waterfront for both cyclists and pedestrians
- Calms traffic

Traffic Network Changes

- Remove EB travel lane between Center Blvd and 2nd St
- Remove WB travel lane between 11 St and Vernon Blvd



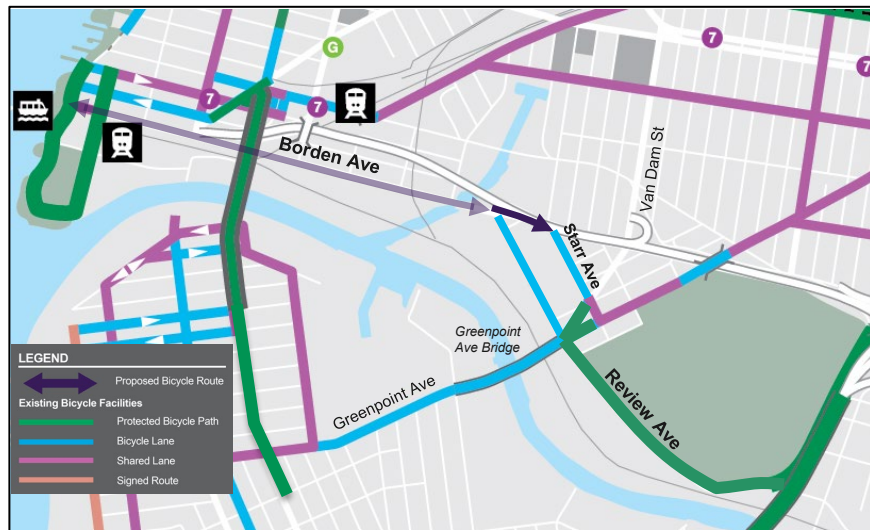
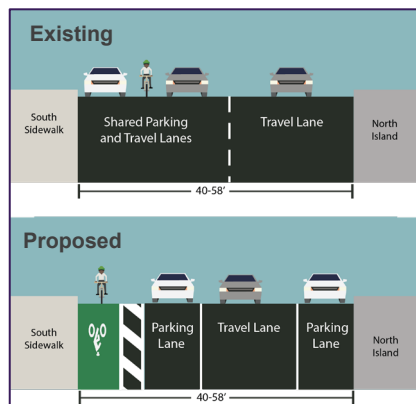
Borden Ave, Review Ave to Starr Ave

Existing

- 2-way with 2 travel lanes in each direction between Review and 29th St
- 1-way EB with two travel lanes from 29th St to Starr Ave

Proposed

- Add curbside EB PBL
- Remove 1 EB travel lane between Review and 29th St



Summary & Next Steps

3

Summary

Summary

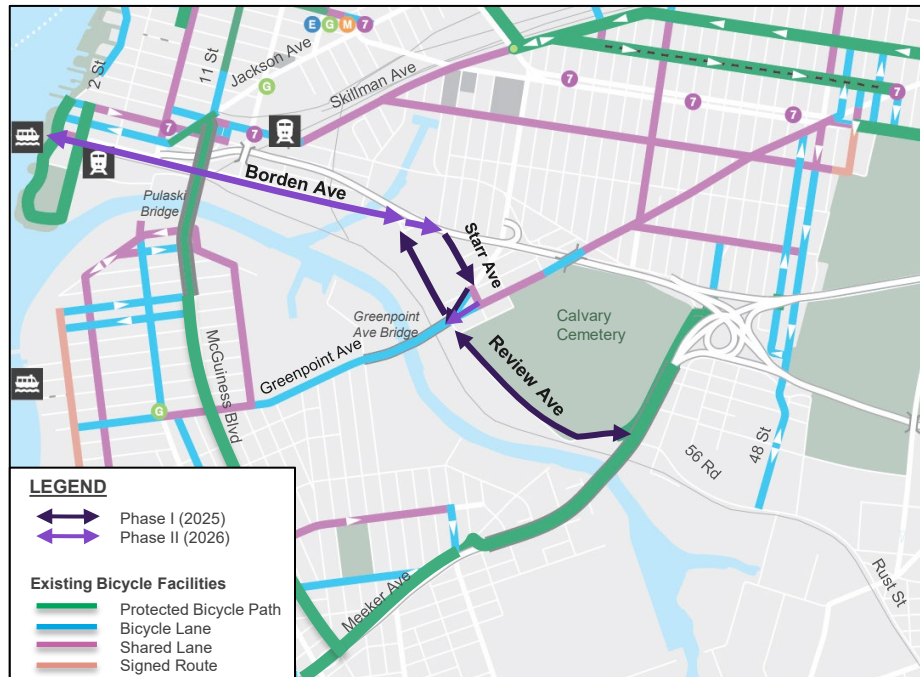
- Provides **comprehensive bike network** for LIC/Blissville
- Expands and improves access to community amenities
- Builds on previous **safety improvements**
- **Connects** phase I improvements to LIC and the waterfront

Complete

- **Phase I** (2025)
 - Review Av, Borden Av to Laurel Hill Blvd
 - Laurel Hill Blvd, Review Av to 56 Rd
 - Starr Av, Borden Av to Van Dam St
 - Van Dam St, Starr Av to Review Av

Next Steps

- Install **Phase II** (2026)
 - Borden Av, Center St to Review Av
 - Borden Av, Review Av to Starr Av
 - Greenpoint Av, Starr Av to Review Av



Thank You!

Questions?



NYCDOT



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