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Lisa Deller
Chairperson

Debra Markell Kleinert
District Manager

February 2, 2021

Transportation Committee Meeting Minutes

THIS MEETING WAS TELECONFERENCED USING ZOOM

Transportation Committee Members Present

Sheila Lewandowski, Chair
Thomas Mituzas, Co-Chair
Bessie Cassaro
Osman Chowdhury
Jake DeGroot
Jordan Levine
Kristen McGowan
Steven Raga
Mary Torres

Transportation Committee Members Absent

John Vaichunas

Community Board 2 Staff

Debra Markell Kleinert, District Manager
MaryAnn Gurrado

NYC Department of Transportation

Gretha Suarez
Jason Banrey
Preston Johnson
Shawn Maclas
Samantha Dolgoff

Elected Officials/Representatives

"Serving the Communities of Long Island City, Sunnyside, Woodside and Maspeth"

Aileen Sheil, Representing Council Member Van Bramer

Guests

Seth Slade, President, Wynwoode Gardens Homeowner's Association

Mr. Mituzas welcomed everyone to the meeting and announced that meeting was teleconferenced using Zoom.

TRANSPORTATION

Department of Transportation provided the following update. It has been reported that the majority of the DOT projects are on hold and will be revisited once the city and the State reopen due to the COVID-19 Pandemic.

PRESENTATION BY DOT- Proposed Bike Lane for Northern Blvd. and Broadway.

Gretha Suarez, DOT, stated that in September 2020 DOT implemented the Bike Lane treatment.

Ms. Suarez introduced Preston Johnson, DOT. Preston Johnston presented the Proposed Protected Bike Lane Plan to improve safety for pedestrians, bikers, joggers and transit with proposed Protected Bike Lanes for Northern Blvd. and Broadway. Ms. Suarez stated that temporary bike lanes were implemented in September 2020 throughout the city. This proposal will provide proposed permanent Protected Bike Lanes which provides an east to west connection.

Highlights include:

- Background information, and the existing conditions for bicycling, including volume of bicycles before and during the pandemic. The proposed project area extends from 41st Avenue on Northern Blvd. to 60th Street on Broadway. This is an important corridor leading to the Queensboro Bridge for people driving.

Mr. Preston stated that safety is a primary concern of this project.

- The proposal includes a chart of the crash history of the area from 2014 to 2018 from Northern Blvd. and Broadway from 41st Avenue to 68th Street.
 - This is an area of speeding issues and dangerous driving.
- DOT has implemented many projects throughout the years to try of improve on safety improvements.
- The Mayor commissioned the Green Wave Action Plan to improve the danger.
- The Proposal shows proposed measures that have been implemented to adjust the dangers and provide increased safety.
- The Proposal includes several of the proposed improvements and safety measures.

- The Proposal includes an issue regarding the east to west bicycle connection, and the need for safe biking and walking.
- The temporary bike lanes that were installed in 2020 replaced the curbside lanes that were primarily used as a parking lane and a rush hour moving lane.

Mr. Preston stated that DOT observed that before the changes were made, the temporary bike lanes were not being utilized quite as often as DOT had expected.

- The Proposal for the goals for safety improvements on Northern Blvd. and Broadway include:

- Proposed protected temporary bike lanes effectively removes parking.
- Proposed parking arrangements made permanent.
- Proposed Bike lane barriers
- Proposed design goals for safety improvements for pedestrians and drivers.
- Proposed safe, comfortable bike route to the Queensboro Bridge.
- Proposed maintenance of motor vehicle circulation.
- Proposed Protected Bike Lanes.

- Proposed Design for Northern Blvd.:

A chart showing the area with previous design, existing temporary lanes, and the DOT proposed new design.

Proposed new design shows the proposed safety improvements. Proposed temporary bike lanes effectively removed parking.

- Proposed Design for Broadway:

A chart showing the area with previous design, existing temporary lanes and the proposed new design. Temporary bike lanes did not impact parking.

Proposed new design shows the proposed safety improvements by creating a new protected bike lane connecting 34th Street to Northern Blvd, creating a corridor, and a new parking protected pedestrian lane.

Proposed new design also allows for more space for an opportunity for pedestrian islands to be installed all while maintaining traffic capacity.

- Proposed Turn Treatments that offset crossings.

- Proposed Parking Impacts:

Proposed: All parking spaces between 41st Avenue and Broadway converted to protected bike lane in 2020.

Proposed: No additional spaces will be affected on Northern Blvd.

Proposed: East of Honeywell St. off-street is more abundant

Proposed: Proposed Broadway bike lanes will convert 22 parking spaces. Approximately 10 on the north side, and approximately 12 on the south side.

- Proposed Next Steps:

Preston Johnson stated that the next steps for the Proposed Bike Lane for Northern Blvd. and Broadway include:

- Proposed continued outreach for Northern Blvd and Broadway protected bike lanes.

- Proposed implementation of Northern Blvd. and Broadway protected bike lanes summer of 2021.
- Proposed ongoing outreach for 34th Avenue between Broadway and 69th Street. DOT is currently conducting community outreach and developing a design for the 34th Avenue between Broadway and 69th Street stretch.

Proposed Summary of Proposed Project Benefits:

- Proposed: Connects Central Queens to Queensboro Bridge with high quality protected bike lanes.
- Proposed: Increases pedestrian safety by shortening crossing distance.
- Proposed: Discourages speeding by narrowing the roadway.
- Proposed: Enhances safety and builds on NYC DOT's ongoing efforts to improve safety on one of the Borough's dangerous corridors.
- Proposed: Protects bicycle lane from double parking.
- Proposed: Maintains traffic capacity.

A street designed chart was provided regarding Safety – Protected Bike Lanes:

- How the proposed protected bike lanes showed an increase in safety for all users.
- The proposed protected chart shows a 15% drop in all crashes with injuries and a 21% drop in pedestrian injuries on streets where protected bike lanes were installed 2007 to 2017, and only a 3% increase in cyclist injuries despite a 61% bike volume increase.

There was a discussion regarding the Proposed Bike Lane for Northern Blvd. and Broadway.

Ms. Lewandowski thanked Mr. DeGroot for flagging the 3% increase in cyclist injuries. Ms. Lewandowski questioned where those 3% injuries took place, in driveways, in intersections, etc. Mr. Preston stated that he would research the data and advise.

Ms. Lewandowski stated that she would like to see if the same results on the data hold true once the pandemic issues subside, and if the data is holding true to the businesses in the area in the proposal.

Ms. Lewandowski also stated that despite the fact that the proposal states that Broadway parking spots will not be that affected, in reality they will be affected and that should be made clear in the presentation. In addition, this proposal was prepared during the Pandemic when most of the businesses were closed, which was not indicated in the proposal.

Mr. Mituzas stated that Mr. Preston commented on where the ends and starts connects to other bike lanes. He was made aware that cyclists feel that Queens is lacking the connectivity from one bike lane to another. Mr. Mituzas requested that Mr. Preston clarify how this bike lane is going to connect more from one bike lane to another.

Ms. Torres inquired as to the area along the Honeywell area of Northern Blvd. She voiced concerns as there is no service road along Northern Blvd. making it dangerous for cyclists who are riding here. This should be made clear in the proposal.

Ms. Lewandowski inquired as to how DOT could make sure that cyclists know to slow down as this is an important route.

Mr. Preston stated that the Proposal included two suggested NYC DOT hosted Virtual Proposed Public Workshops: Public Space and Pedestrian Improvements in Court Square. One workshop will be held on Wednesday, February 3, 2021 at 6:30 p.m. via Zoom at <https://bit.ly/39tS1Fo>. The second workshop will be held Thursday, February 4, 2021 at 12:00 p.m. via Zoom at <https://bit.ly/3byuoxQ>.

Mr. Mituzas thanked Mr. Preston for his informative and thorough presentation.

See Attachment 1 – Northern Blvd. and Broadway – Protected Bike Lane – Presented to Queens Community Board 2 Transportation Committee – February 2, 2021.

TRANSPORTATION ISSUES - Follow-up on DOT Issues

Blissville

Blissville Flagpole Continue Discussion – next steps

- A meeting took place on 12/14/2020 with representatives from CB 2, NYC Parks, DOT, Blissville Civic Association (BCA) and CM Van Bramer and although the Agencies continue to disavow the responsibility to repair this century old flagpole that rests on NYC property, CB 2 and BCA will continue to pursue its resurrection with the support of Councilman Van Bramer and hold NYC responsible for this repair.

Ms. Suarez reported that a letter was forwarded to DOT Commissioner to review this request and issue a letter. DOT is requesting that this issue go through a public design and commissioned process.

Ms. Lewandowski stated that CB 2 and the Transportation Committee does not accept the DOT letter and the response and will continue to pursue the responsibility of DOT.

- CB 2 is requesting an open Street in Blissville at 37th Street between Review Avenue and Starr Avenue.

Ms. Suarez stated that 37th Street has at present been designated as an open culture site. The area is 37th Street between Bradley and Starr or alternatively Starr between Greenpoint Avenue and 37th Street. The Blissville Civic Association will file a formal application in the spring of 2021.

Mr. Mituzas inquired if there was anyone else that they should be following up with who may not have gotten an open street to educate them regarding the process. He asked that as a neighborhood like LIC devoid of parks and greenspace and play areas, that this be placed at the top of the priority list.

- The Blissville Greenway from K Bridge to G Bridge along Review Avenue connecting Laurel Hill and Blissville and the Boroughs of Brooklyn and Queens. Councilman Van Bramer has written a letter of support for this community inspired project that is also contained in the CB 2's "Top 10" budget priorities. DOT-484255-K7Q6.

Mr. Mituzas reported that this Blissville Greenway has become a bike lane and a pedestrian way. Since cyclists are using this area already, why not make it a protected bike lane permanently.

Ms. Suarez stated that no date was provided on this project.

- Discussion of wrong One-way conversion of 37th Street Review Avenue and Bradley Avenue.

Mr. Mituzas reported that they did remove the long traffic signals on 37th Street.

Ms. Lewandowski stated that there was a discrepancy as to which way the signals should go-north or south. Ms. Lewandowski stated that this needs to be changed.

Ms. Suarez reported the reason for having the one-way conversion was to alleviate vehicles going thru this area and back up on Review Avenue. Ms. Suarez stated that she will bring this back to the DOT Unit and advise. Ms. Lewandowski stated that there needs to be something else done to alleviate the problem before the warmer weather arises.

Court Square

- Ramps Project (DOT Property) – DOT is awaiting an update.

Ms. Suarez stated that DOT has reached out once again to the developer but have not heard back yet. She will follow up and advise.

- Participate in the Court Square Public Workshop – February 3 and February 4 on Zoom.

Ms. Suarez reported that this workshop will be the second workshop consisting of community members, stakeholders and residents regarding safety improvements in the Court Square area.

Sunnyside

- 44th Street and Barnett Avenue. Foundation Repair. Remains active with DOT Lighting (Case number 4645443) please provide an update and Con Edison should be repairing light. There is presently a stop tag (106800) on this project with Con Edison to rewire streetlamp.

Ms. Suarez reported that she believed that this has been repaired. Please contact her if this is not the case.

Sunnyside Speed Reducers

- Request for Speed Reducer at 43rd Street between 37th Avenue and Barnett Avenue (DOT-469476-D3L8) Please provide installation date. (10/9 DOT informed CB 2 this is prioritized). Awaiting marking update.

Ms. Suarez reported that regarding this issue, signs have been installed. The actual installation is scheduled when weather permits.

Woodside

- One-way conversion of 59th Street from Roosevelt Avenue to 41st Avenue as part of the pedestrian safety improvements the area of Woodside Avenue and Roosevelt Avenue. CB 2 submitted letter. Please provide an additional update on conversion timing of the next construction season.

No update was provided at this time.

- Request for signal at Woodside Avenue and 62nd Street (intersection near LIRR entrance) DOT-438539-K3C0. According to DOT this signal investigation is on hold. Please provide an additional update. Traffic signals still on hold.

No update was provided at this time.

- Request to DOT for a One-Way Street conversion on 51st Avenue between 65th Place and 61st Street. Provide an update. (DOT-464313-T7R8) Open and being evaluated. Please provide an update.

No update was provided at this time.

- Request for flexibility study for a one-way conversion on 50th Avenue between 69th Street and 65th Place. DOT-483019-P9P2).

No update was provided at this time.

- Request for traffic control study at 67th Street and Garfield Avenue. Did not meet conditions. Provide an update.

Ms. Suarez stated that there was a letter that was provided from CB 2 regarding this issue. A study was performed at this location and completed in 2020. Additional traffic controls were recommended at that time at this location. Ms. Suarez stated that some additional safety measures could be explored as this is one block from a school location.

Ms. Lewandowski and Mr. Mituzas will look into other suggestions and options, as well.

Woodside Speed Reducers

- Speed Cushion request on 58th Street from 39th Ave. to Woodside Ave. (DOT-433629-RSM3). Please provide update. DOT states this is still an active study.

Ms. Suarez reported that this is still an active study.

- Speed Cushion request on 58th Place between Laurel Hill Blvd. and 52nd Avenue (DOT-297802-W3Y6)-This is Approved. (10/9 DOT informed CB 2 this is prioritized). Please provide installation date.

Ms. Suarez reported that this installation date will be implemented when available.

- Speed Reducer request on 50th Avenue between 46th and 47th Streets (DOT-427192-D0P9) (DOT-430484-Z2V7). Approved (10/9 DOT informed CB 2 this is prioritized). Please provide installation date.

Ms. Suarez reported that this installation date will be implemented when available.

Long Island City

- 11th Street and Borden Avenue under the Pulaski Bridge Entrance and Exit to midtown tunnel requesting a left turn signal going east as cars are backing up going down Borden Ave.

Ms. Suarez reported that DOT is looking into this request. This is a complex location. DOT will look into a study and will advise CB 2.

Ms. Lewandowski requested that DOT also look into a second part of the study as you are approaching where the left turn signal lane would be a turning lane.

- Request for the return of parking spots on the south side of 48 Avenue between Vernon Blvd. And 11th Street – DOT442293J7J6. There is one “No Standing” sign up. Is this an error. CB 2 sent letter (DOT-487825-L9M1).

Ms. Suarez reported that this request has been submitted. Ms. Suarez will follow up.

- 46th Road and Jackson Avenue – No Left turn request (DOT-434607-G9J4) – Study due at the end of January. CB 2 sent a letter requesting a new study (DOT-487770-W4N0).

Ms. Suarez reported that this request has been submitted. Ms. Suarez will follow up.

- Center Blvd. north of 49th Avenue transfer of property from State to City. Please continue to provide update.

Ms. Suarez reported that DOT is eagerly awaiting an update on this issue. No further update was provided at this time.

- Provide an update on the Vernon Blvd. Bulkhead at 54th Avenue and Vernon Blvd.

Ms. Suarez reported that a letter was issued to the Community Board where DOT provided details about the project and its restoration. The project is currently moving forward. DOT is awaiting a DOS schedule for the spring 2021. Before construction commences DOT will reach out to the property owners. This is a DOT property managed by EDC.

Ms. Lewandowski stated that the Transportation Committee has been actively involved in this project and as DOT does would like to see a public space amenity in this area.

Long Island City Speed Reducers

- CB 2 sent a letter of request for a feasibility study for a slow zone sign and a speed reducer on 38th Street between 48th Avenue and Greenpoint Avenue (10/14/2020) Neighborhood slow zone (DOT-478719-Q9P4) Speed Reducer (DOT-478711-P8D2) Please provide an update.

Ms. Suarez reported that this is an active study submitted in November 2020. No further updates were provided at this time.

Ms. Lewandowski discussed prior Captain support of the full conversion of 5th Street between 50th Avenue and Borden Avenue. Ms. Lewandowski stated that she would like to reintroduce this conversion direction going one-way south, with the new Captain. Ms. Suarez stated that this issue came up during

her walk thru with Ms. Lewandowski. DOT would require a letter from the Police Precinct stating that they support the one-way conversion, and also a letter from the board in order to do a study.

CB 2 District Wide Initiatives

- CB 2 send letter of support for the Queensboro bridge pedestrian cyclist lane. Please provide an update. Conversation on going.

Ms. Suarez reported that the Mayor announced that the Queensboro Bridge and the south outer roadway will be converted to pedestrian only and the north outer roadway will be for a two-way bike lane.

She stated that she will be providing updates as the project goes forward. CB 2 will continue to followup

Jason Banrey thanked Ms. Lewandowski for her persistence in keeping Council Member Van Bramer aware of the project.

- Continue to follow up requests to review regulation changes for all 12/14-hour meters to 4 hours within CB 2. (DOT-481113-J7B9).

Ms. Suarez provided information regarding regulation changes that occurred on the #7 train line on Queens Blvd. between 48th and 33rd Streets. She stated that the review was expected to be completed and a letter would go out to the Community Board by the end on February 2021.

Mr. Banrey stated that this is an item that he would like to further discuss at the March 2021 Transportation Committee Meeting.

- Update on Open Culture

Ms. Suarez reported that Open Culture Legislation passed City Council. Program guidelines to follow. Beginning in March 2021 all organizations and cultural institutions that are interested will be able to apply for a permit.

Mr. Banrey stated that Council Member Van Bramer's office has begun to have conversations with other open space providers and Council Members and cultural institutions and are looking to expand this program with CB 2. Ms. Sheil stated that if anyone has any questions and is interested in sharing new ideas and working with new organizations would be welcomed.

- Continue to provide an update on the Open Streets.

Discussion continues regarding Open Streets. DOT is looking into a redesign of this program and build on the successes that were enjoyed in 2020.

Ms. Suarez stated that DOT is hoping to expand this program where up until now it had been run by the local Precinct. She stated that DOT has developed orange signage to provide more information and now has more funding to add to the program.

Mr. Banrey stated that his office is working with 34th and 39th to safely expand this program as well.

Ms. Lewandowski suggested keeping an open mind to present successes of the program as well as introducing new ideas.

- Continue to provide an update on Open Restaurants.

Discussion continues regarding Open Restaurants. Ms. Suarez reported that Governor Cuomo announced that indoor dining will resume on February 14, 2021. DOT has not changed the guidelines and there will be no changes for Open Restaurants for now.

Ms. Lewandowski stated that there will be 25% capacity on February 14, 2021 and 50% in March 2021.

Ms. Lewandowski requested:

- What has been learned about the impact of Open Restaurant situations? And street cleaning in the surrounding restaurant areas?

Old Business/New Business

Mr. Mituzas discussed the following:

- Original request that was made at 67th Street and Garfield Avenue.
- State owned project from DOT. Ms. Suarez will follow up and provide a contact for State DOT to receive information regarding this request. Ms. Markell Kleinert will investigate as well.
- Three years ago the NYC Administration made promises to the community to help beautify the Blissville neighborhood. DOT he believes owns the triangle between Bradley, Borden and Van Dam.

This was destined to be a park. Can DOT reach out to Parks to see if this can be revived?

Mr. Mituzas thanked everyone for attending the Transportation Committee Meeting. He announced that the next Transportation Committee Meeting is scheduled to be held on March 2, 2021.

A motion was made and seconded to adjourn.

Respectfully submitted by:

Joan Bergman/Debra Markell Kleinert

02022021TCMM

Attachment 1 – Northern Blvd. and Broadway – Protected Bike Lane – Presented to Queens Community Board 2 Transportation Committee – February 2, 2021

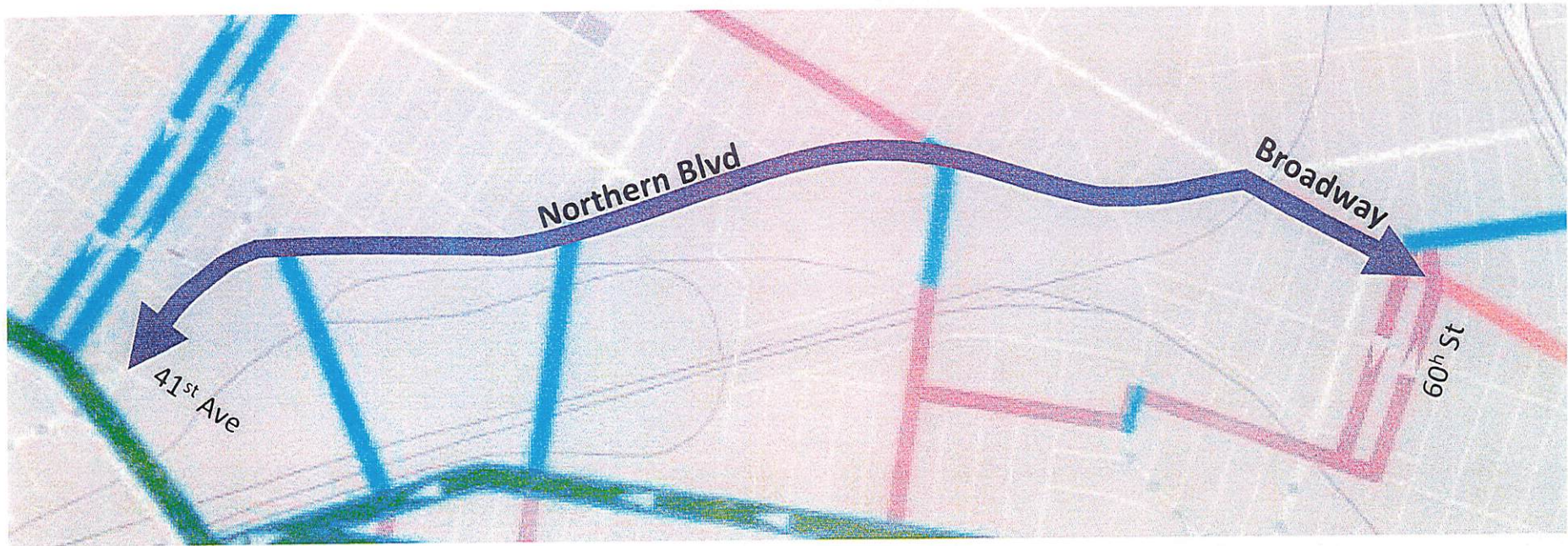


NORTHERN BLVD AND BROADWAY PROTECTED BIKE LANE

Presented to Queens Community Board 2 Transportation Committee
February 2, 2021



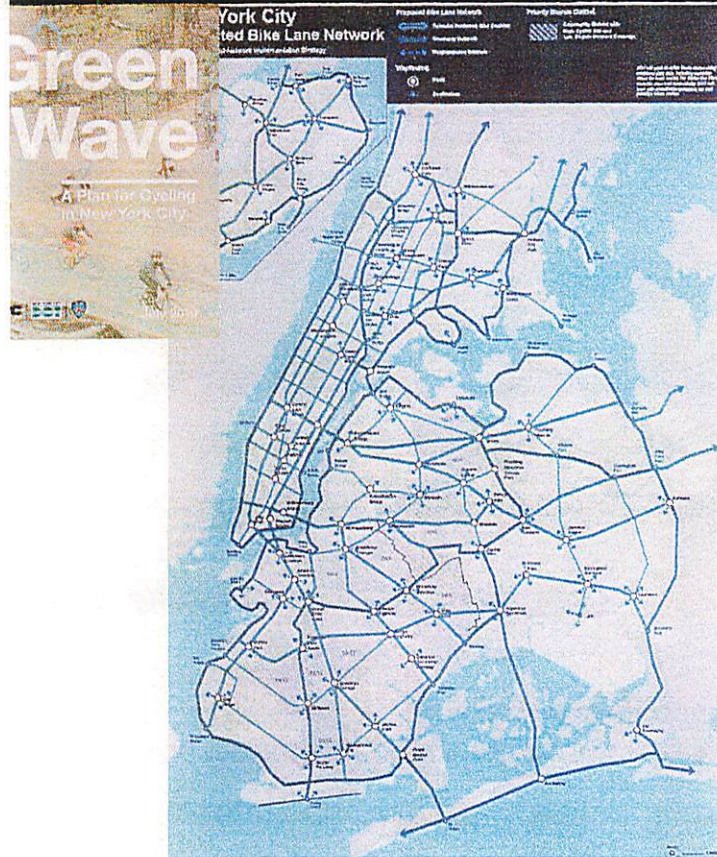
Project Area Location



- Northern Blvd is an important corridor leading to the Queensboro Bridge for people in both motor vehicles and bikes
- Northern Blvd and Broadway have primarily commercial land uses, particularly automobile-oriented uses with off-street parking east of Steinway St
- Temporary bike lanes installed in September 2020

Background

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.

Existing Conditions **Bicycling**

- Temporary bike lanes installed in 2020
 - Northern Blvd: Curbside protected lane replaced rush hour lane or third moving lane
 - Broadway: Standard lane protected with delineators did not impact parking or moving lanes
- Consistent bike volumes
 - 674 bikes 12-hr weekend count
 - Weekday bike traffic to Queensboro Bridge

Oct 2020, Northern Blvd between 34th Ave and 49th St



Project Area Safety

Northern Blvd and Broadway 41st Ave – 68th St Crash History 2014-2018

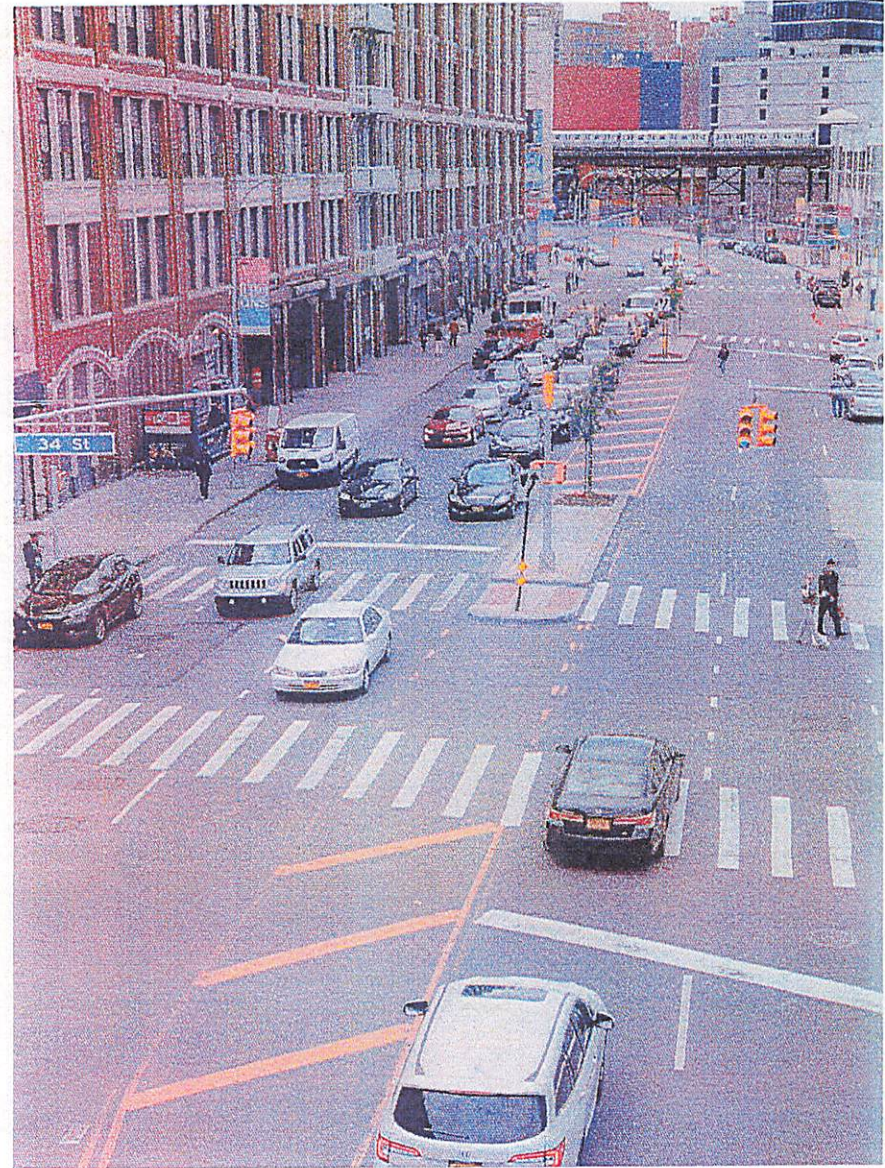
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	85	6	3	9
Bicyclists	59	7	0	7
Motor Vehicle Occupant	466	18	0	18
Total	610	31	3	34

- 15.0 Killed or Severely Injured (KSI) per mile puts the corridor in the top 10% of dangerous corridors in Queens
- Three fatalities in five years



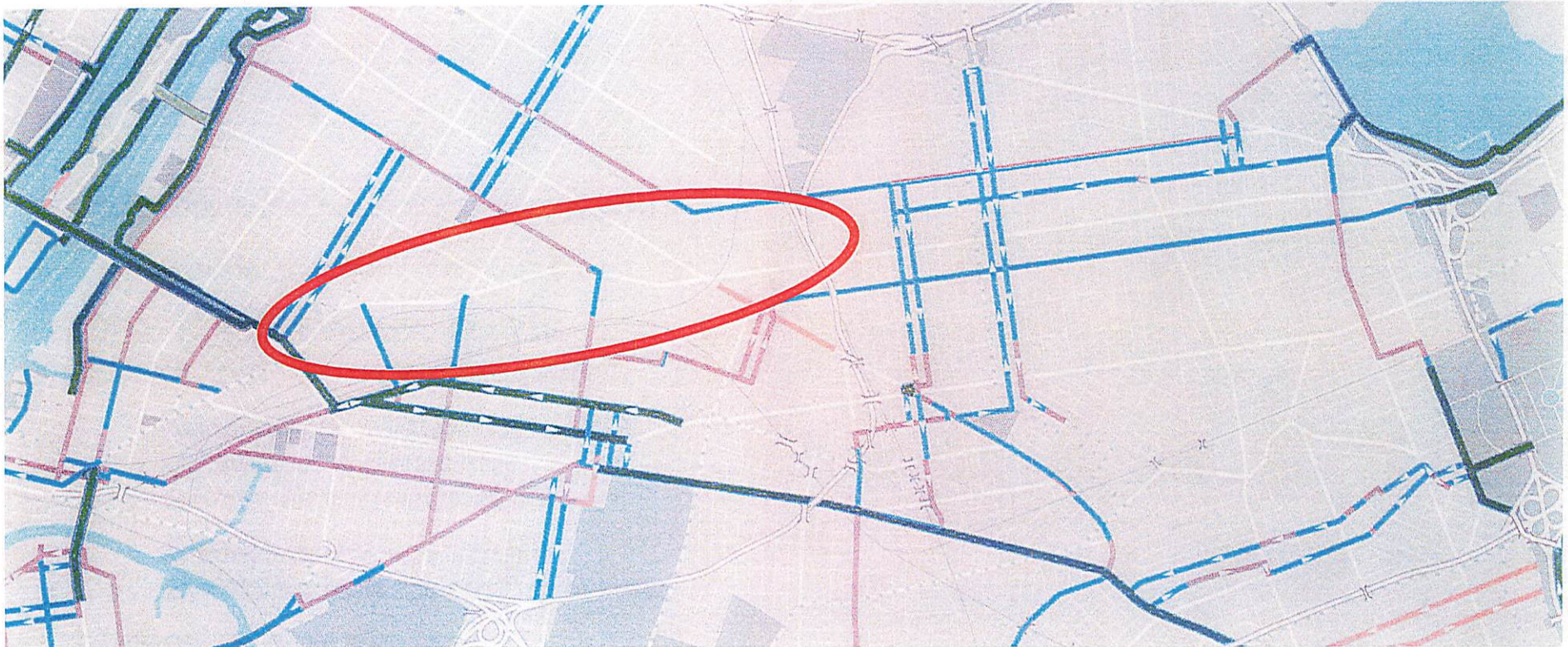
Issues Speeding and Dangerous Driving

- Northern Blvd experiences high frequency of off-peak speeding
 - 60% of westbound between 46th St and 45th St at 10AM in April 2016
 - 57% of eastbound drivers between 40th Ave and 31st St at 10 AM in July 2019
- Between 2014 and 2018, NYC DOT completed the following safety improvements on Northern Blvd in Community Boards 1 and 2:
 - Constructed 4 pedestrian safety islands at 33rd St, 34th St, 39th Ave, 48th St
 - Constructed curb extensions at 48th St and 34th Ave
 - Banned a left turn at 39th Ave
 - Installed 10 second Leading Pedestrian Intervals (LPI) at all feasible intersections (typical LPI is 7 seconds)
 - Installed high-visibility crosswalks and refurbished markings between Queens Plaza and 68th St



Issues East-West Bicycle Connections

- Lack of direct bicycle connections from Central Queens residential areas to Western Queens and Manhattan job centers
- The 34th Ave Open Street COVID response revealed strong demand for opportunities for safe biking and walking
- 34th Ave Open Street is more useful if it is part of a safe street network



Proposed Design Goals

- Improve street safety for pedestrian and drivers
 - Reduce off-peak speeding to prevent serious crashes with injuries
 - Shorten pedestrian crossing distances to enhance safe neighborhood walking connections
- Create safe, comfortable bike route to Queensboro Bridge
 - Provide dedicated space for biking
- Maintain motor vehicle circulation



SAFETY – Protected Bike Lanes

Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries

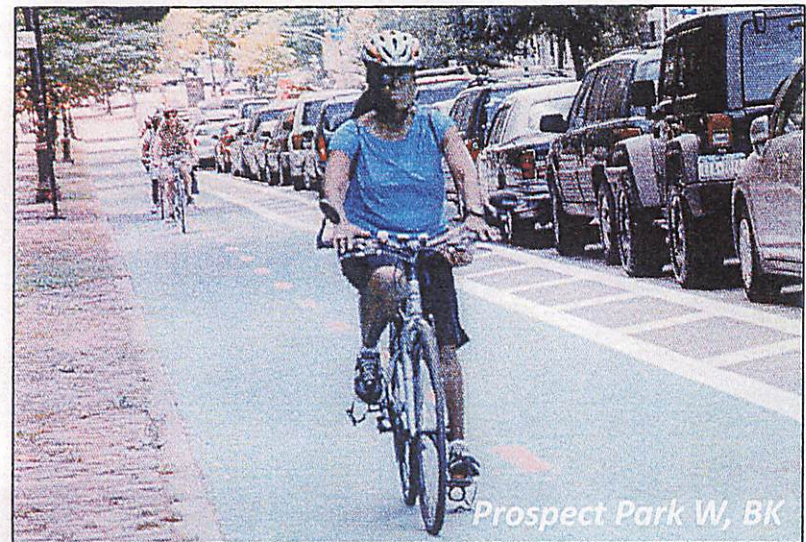
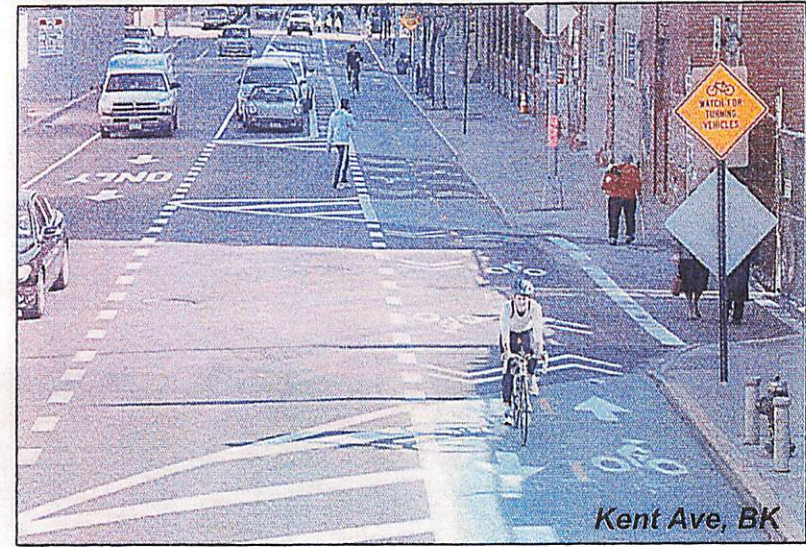
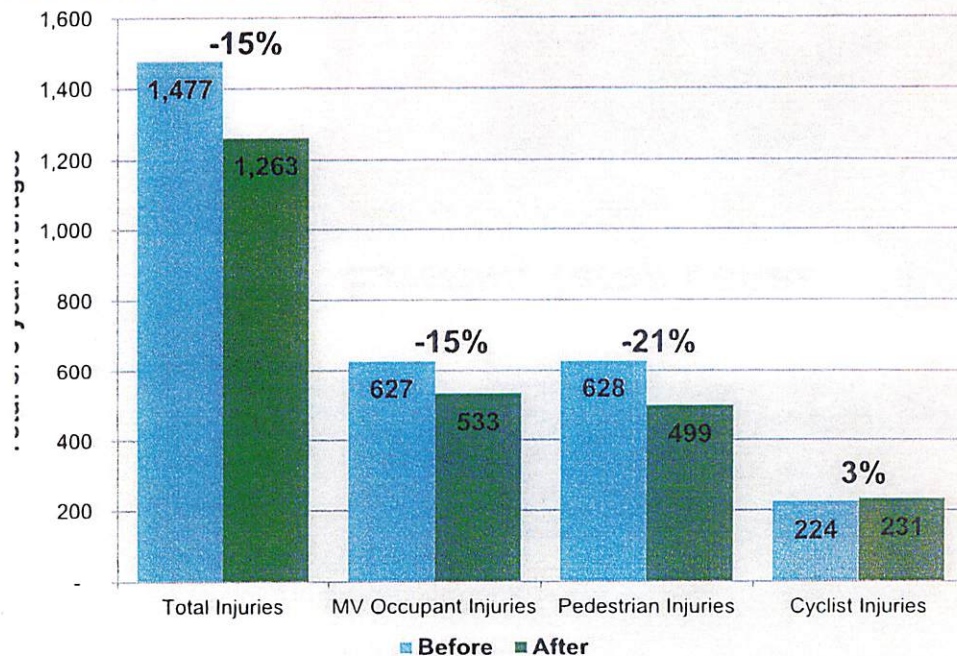
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

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

Protected Bike Lanes

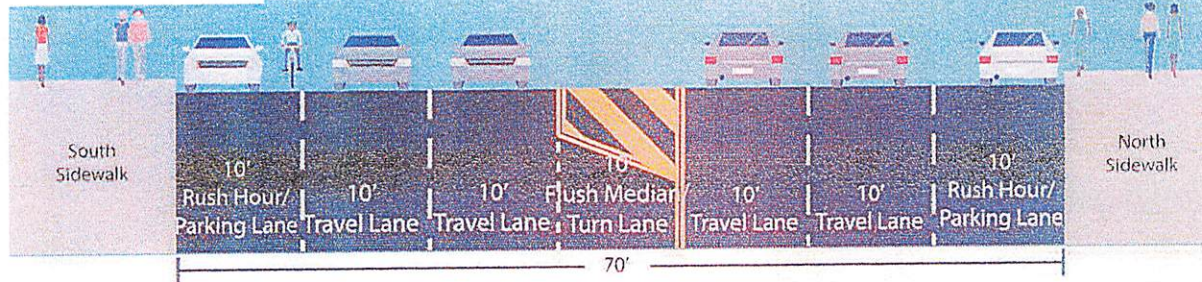
Before and After Crash Data, 2007 - 2017



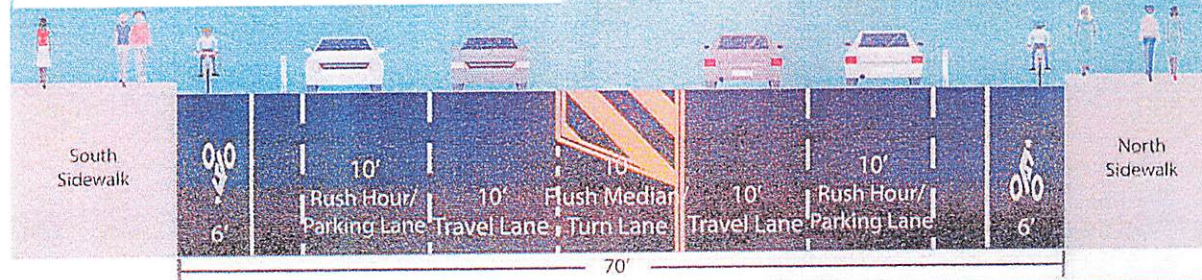
Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow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

Proposed Design Northern Blvd

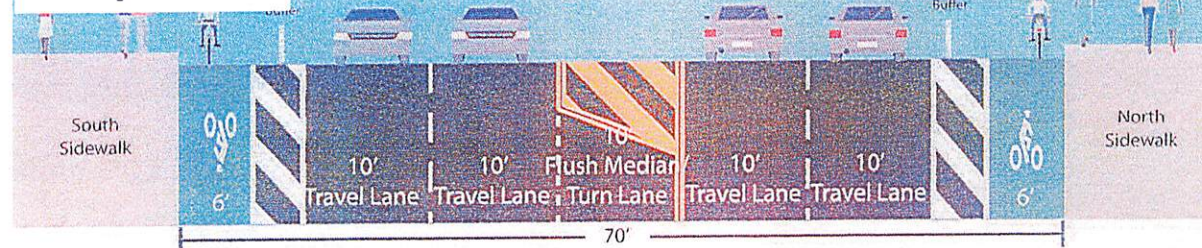
Previous



Existing Temp Lanes



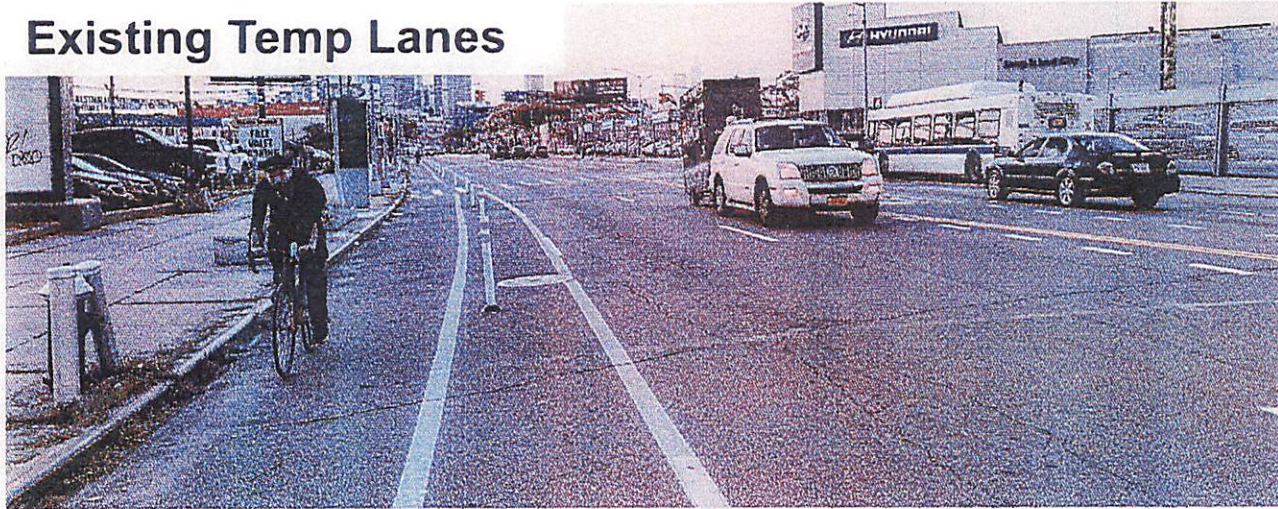
Proposed



- Temporary bike lanes effectively removed parking
- New design makes parking arrangement permanent
- NYC DOT will harden bike lane barriers at high conflict areas

Proposed Design Northern Blvd

Existing Temp Lanes



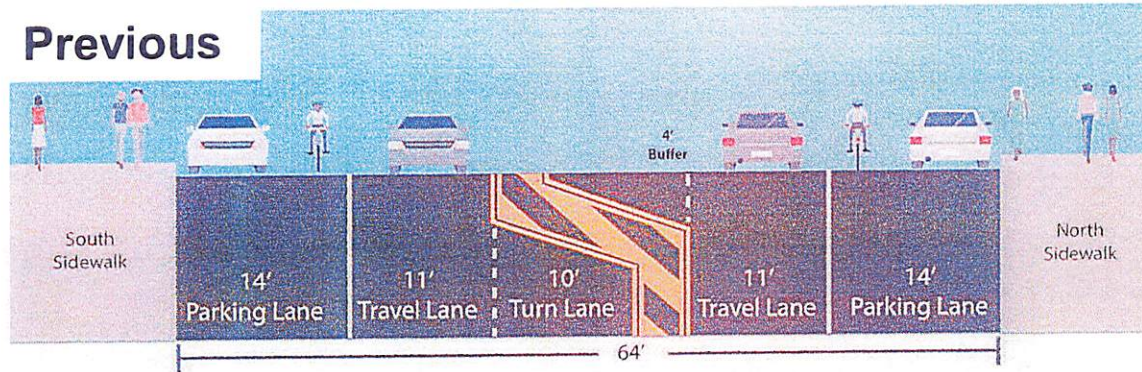
Proposed



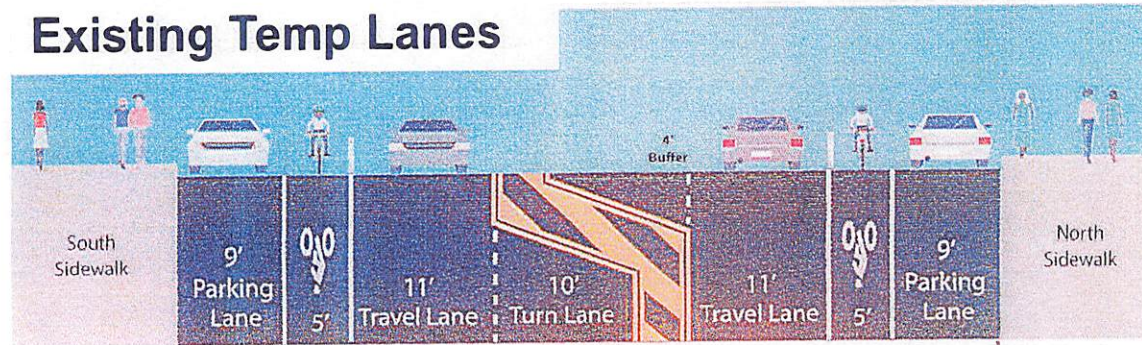
- Upgrade retains dedicated bike lane and delineators
- Adds green paint and intersection markings

Proposed Design Broadway

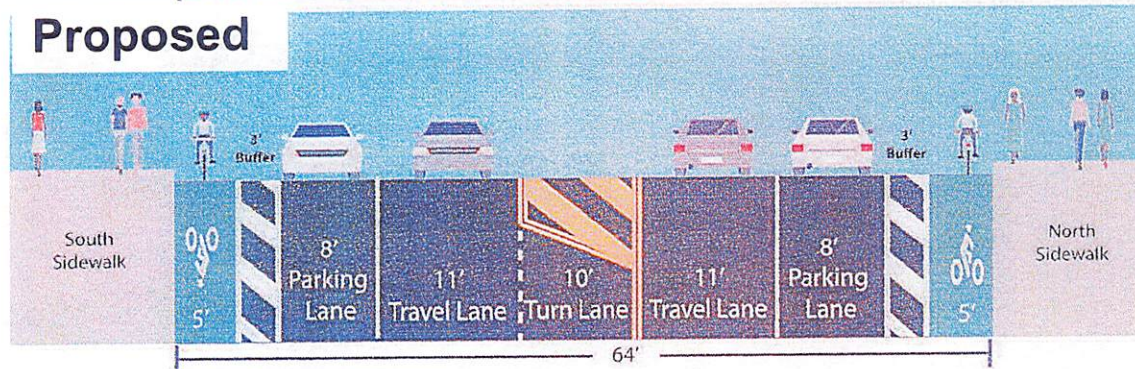
Previous



Existing Temp Lanes



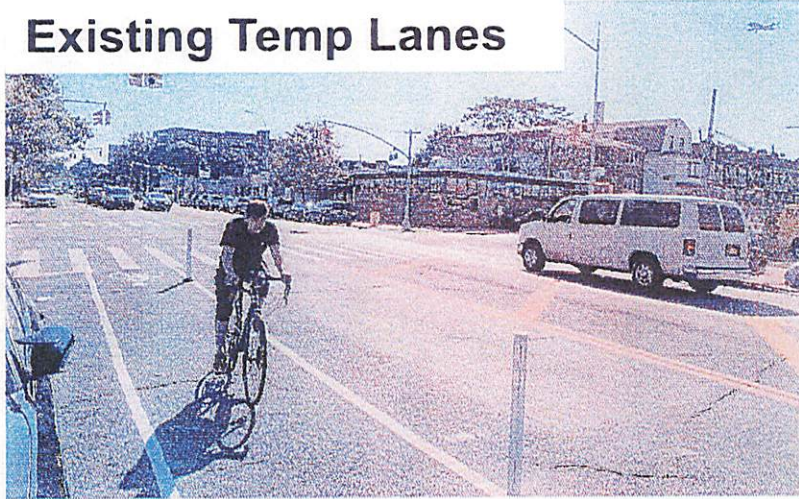
Proposed



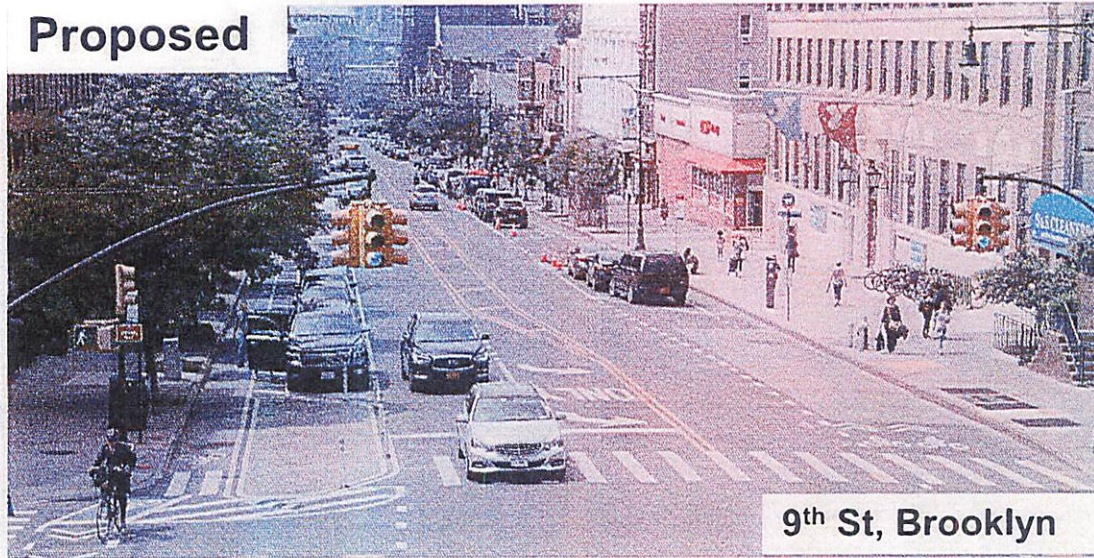
- Temporary bike lanes did not impact parking
- Parking lane keeps bike lane clear of parked vehicles

Proposed Design Broadway

Existing Temp Lanes



Proposed



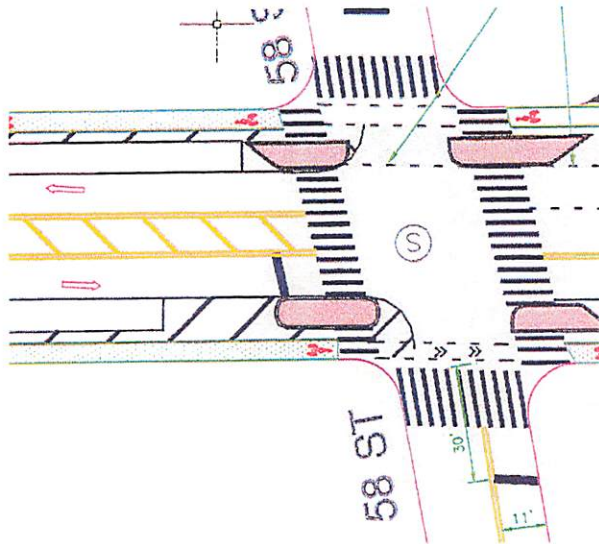
9th St, Brooklyn

- Upgrades temporary standard bike lane to protected lane
- No loss of traffic capacity

Turn Treatments Offset Crossings

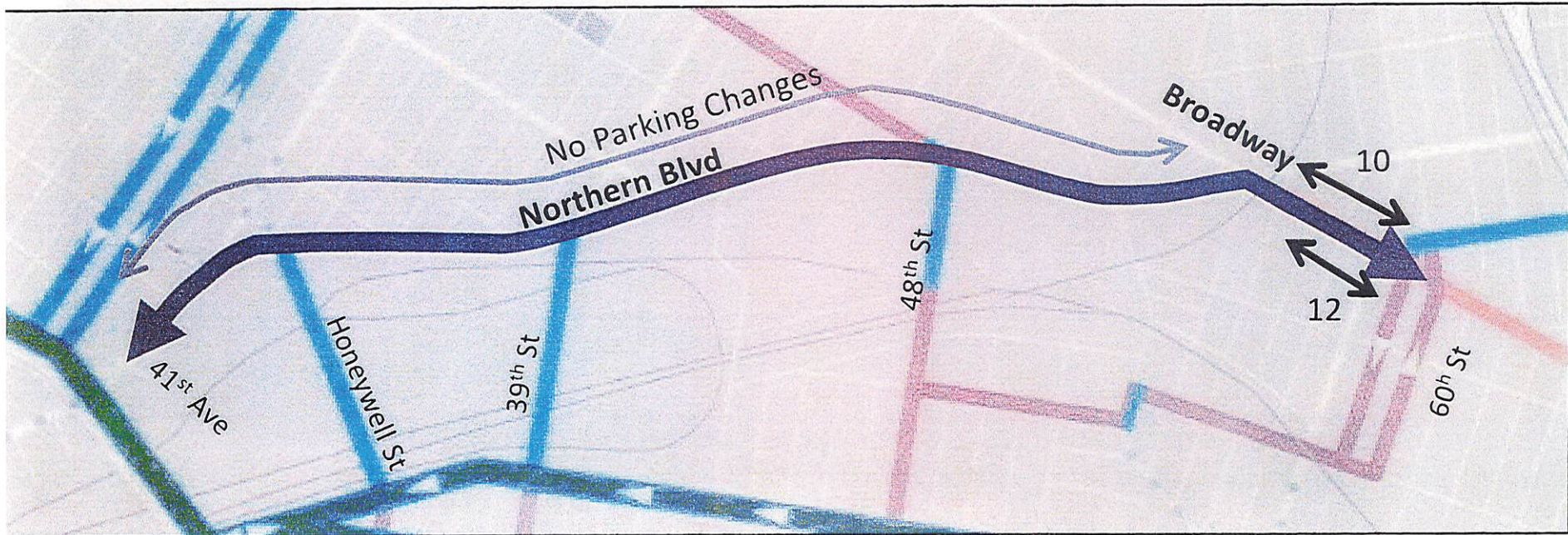


4th Avenue at 7th Street, Brooklyn



- Offset crossings slow right-turning vehicles to mitigate conflict with bikes traveling in same direction
- Pedestrian island shortens crossing distance
- Daylighting the intersection ensures visibility between turning vehicles and people on bikes

Parking Impacts



- All parking spaces between 41st Ave and Broadway converted to protected bike lane in 2020
 - No additional spaces will be affected on Northern Blvd
 - East of Honeywell St off-street parking is more abundant
- Proposed Broadway bike lanes will convert 22 parking spaces

Next Steps

Continue outreach for Northern Blvd and Broadway protected bike lanes

Implementation of Northern Blvd and Broadway protected bike lanes this summer

Ongoing outreach for 34th Avenue between Broadway and 69th Street

- DOT currently conducting community outreach and developing a design for this stretch



Summary Project Benefits

Connects Central Queens to Queensboro Bridge with high quality protected bike lanes

Increases pedestrian safety by shortening crossing distances

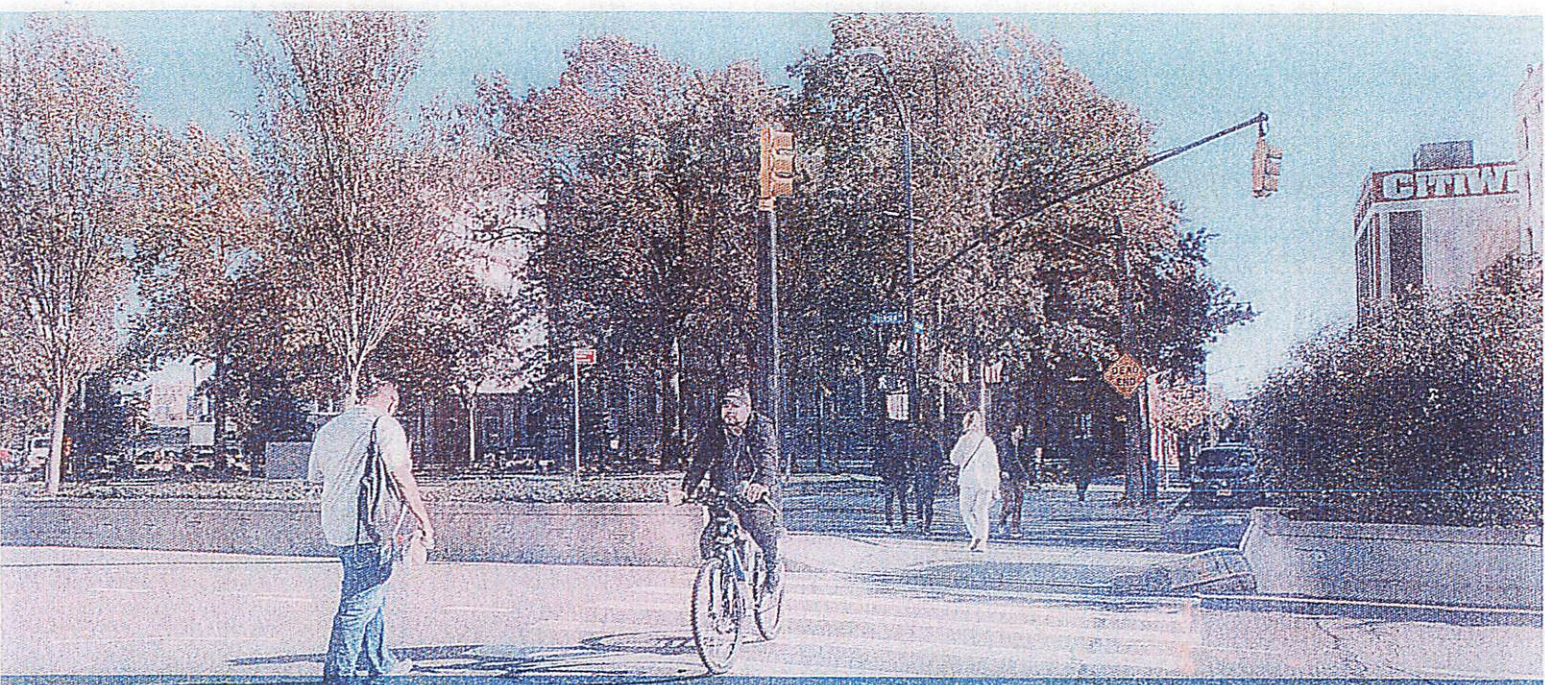
Discourages speeding by narrowing roadway

Enhances safety and builds on NYC DOT's ongoing efforts to improve safety on one of the Borough's dangerous corridors

Protects bicycle lane from double parking

Maintains traffic capacity





Public Workshops: Public Space and Pedestrian Improvements in Court Square

Subject: NYC DOT will host two virtual workshops to discuss public space and street improvements for the Court Square neighborhood in Long Island City, Queens. These events will provide a follow-up to the two virtual workshops hosted by NYC DOT in December 2020.

Dates / Times: Wednesday, February 3rd at 6:30 p.m. Via Zoom at <https://bit.ly/39tS1Fo>
Thursday, February 4th at 12:00 p.m. Via Zoom at <https://bit.ly/3byuoxQ>

Contact: Gretha Suarez at 212-839-2510 or GSuarez@dot.nyc.gov.
To request accessibility accommodations, please contact Gretha by Monday, February 1st.

Workshop Goals:

Identify Strategies To
Increase Street Safety

Propose Ways To Expand
The Public Space

Discuss Design Concepts

Explore Opportunities For
Street Furniture



