34TH AVENUE, BROADWAY TO 69TH STREET PROTECTED BIKE LANE

Presented to Queens Community Board 2 Transportation Committee

March 1, 2022

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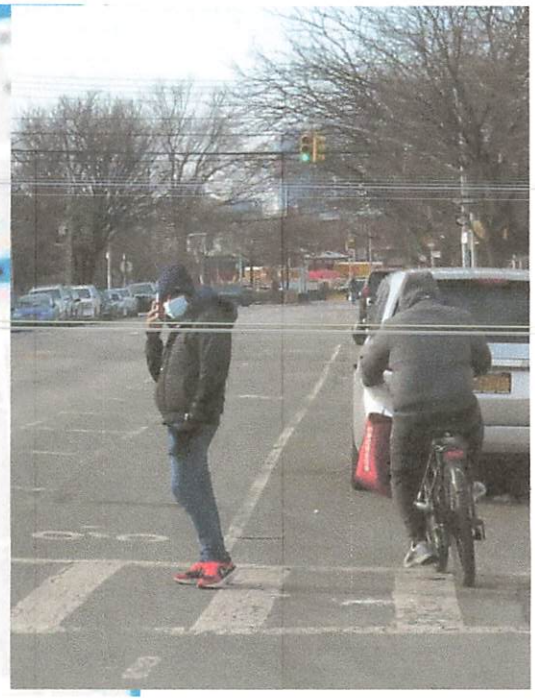
Transportation Committee
Meeting Minutes
Attachment #1

Project Area Location



- Buffered bike lanes installed on 34th Ave in 2008
- Shared lanes installed on 59th and 60th St in 2008
- Phase 3 Citi Bike expansion zone
- Residential and industrial land uses

Existing Conditions

- 2020 34th Ave Open Street
  - Created new pedestrian and bike priority space
  - Permanent changes planned for 2022
  - Reduced traffic volumes
  - "Green Wave" signal timing changes intended to reduce delays for people on bikes
- 2021 Northern Blvd/ Broadway Protected Lanes
  - Upgraded temporary bike lanes
- Very high bike volumes on 34th Ave Open Street
  - 1,382 bikes 12-hr weekday count
  - 1,358 bikes 12-hr weekend count

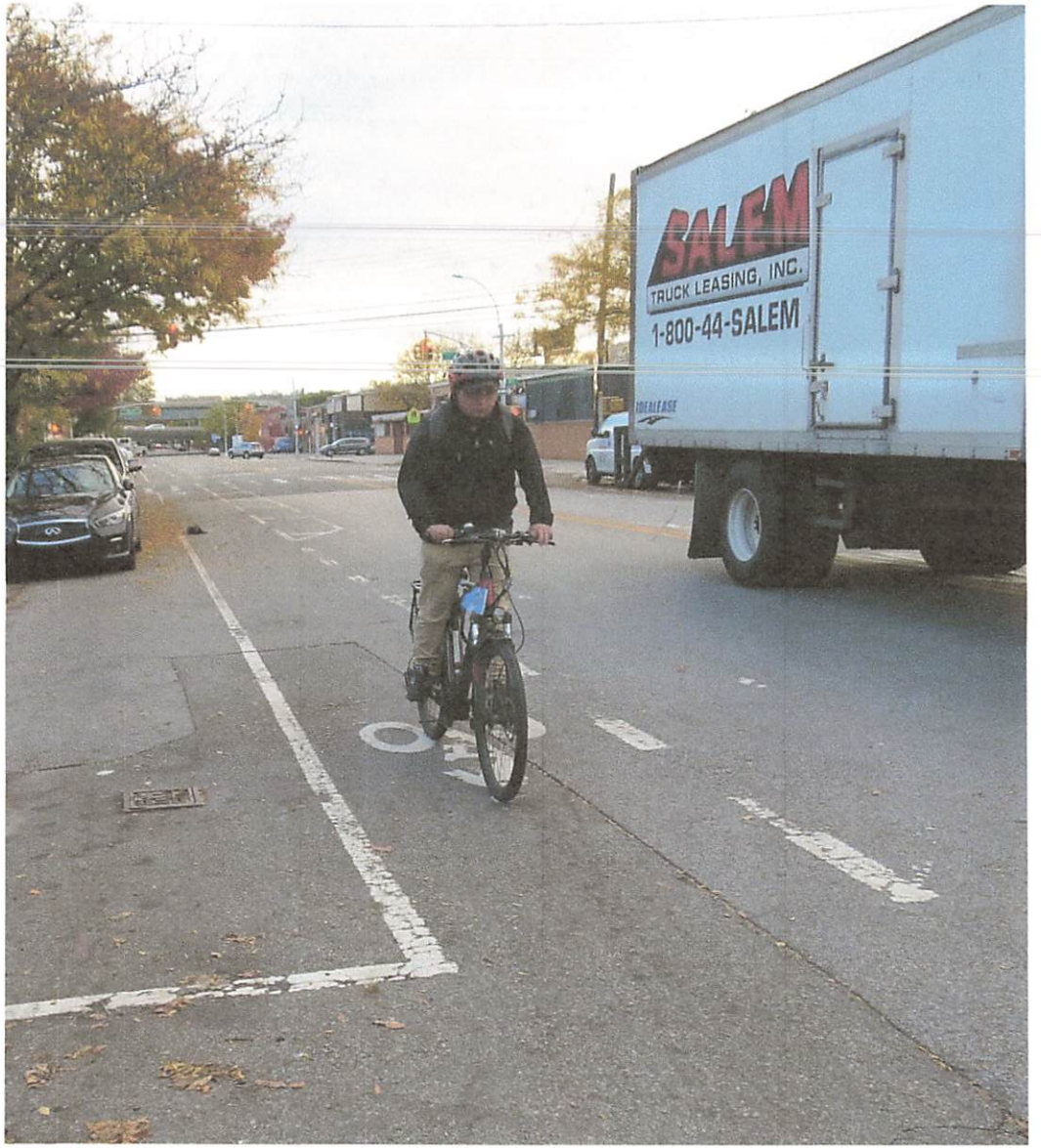
Sept 2021, 34th Ave between 73rd St and 74th St

34th Avenue Open Street

Northern Blvd

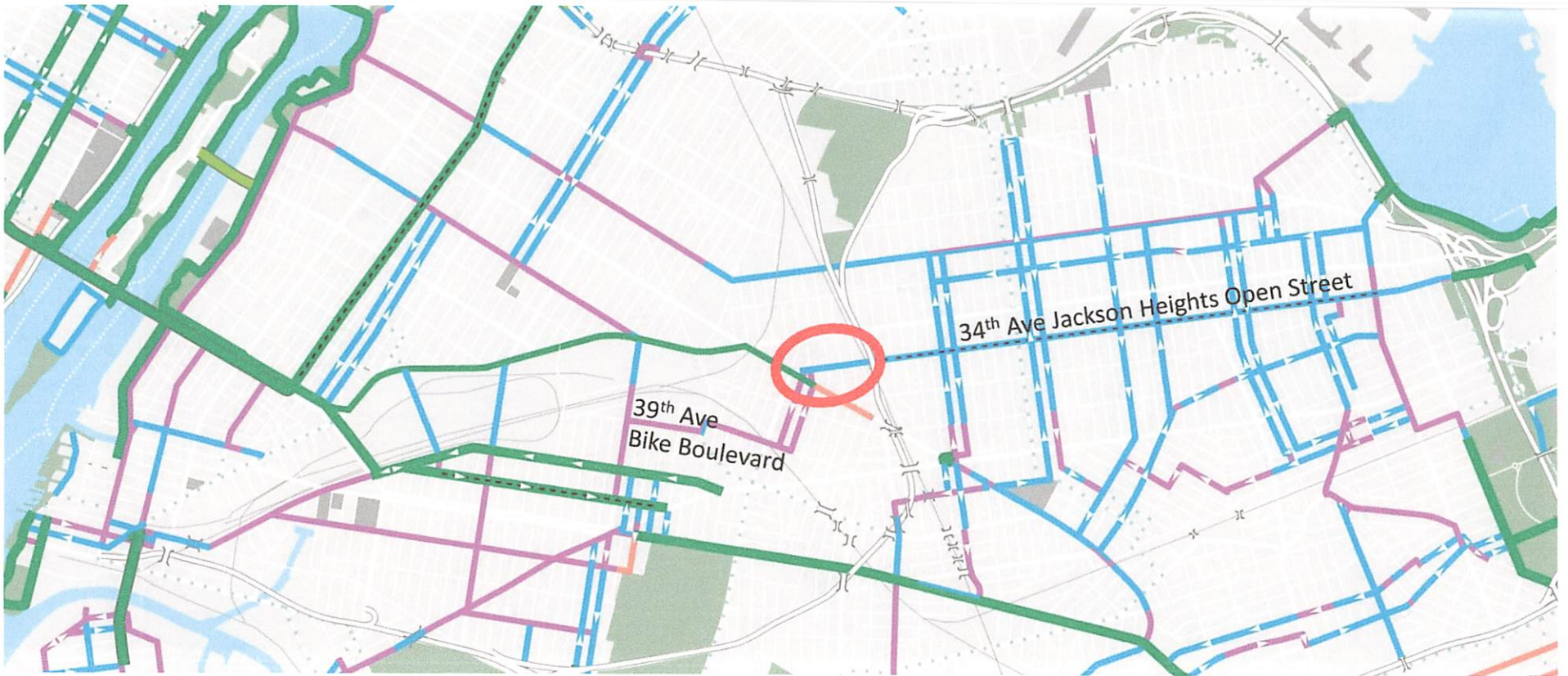
Issues 34th Ave Industrial Corridor

- Trucks and loading vehicles can cause added risk for pedestrians and people riding bikes
- It is necessary to safely accommodate loading
- Standard bike lanes are vulnerable to blockage by double parked vehicles
- Wide two-way street with long pedestrian crossings



Issues East-West Bicycle Connections

- Lack of direct protected bicycle connections from Central Queens residential areas to Western Queens and Manhattan job centers
- The opening of the Northern Blvd and Broadway protected bike lanes in 2021 and the 34th Ave Open Streets created a nearly continuous corridor of high quality bicycle facilities
- 34th Ave between Broadway and 69th St represents the last link of standard bike lanes between Astoria/LIC and Jackson Heights/Corona

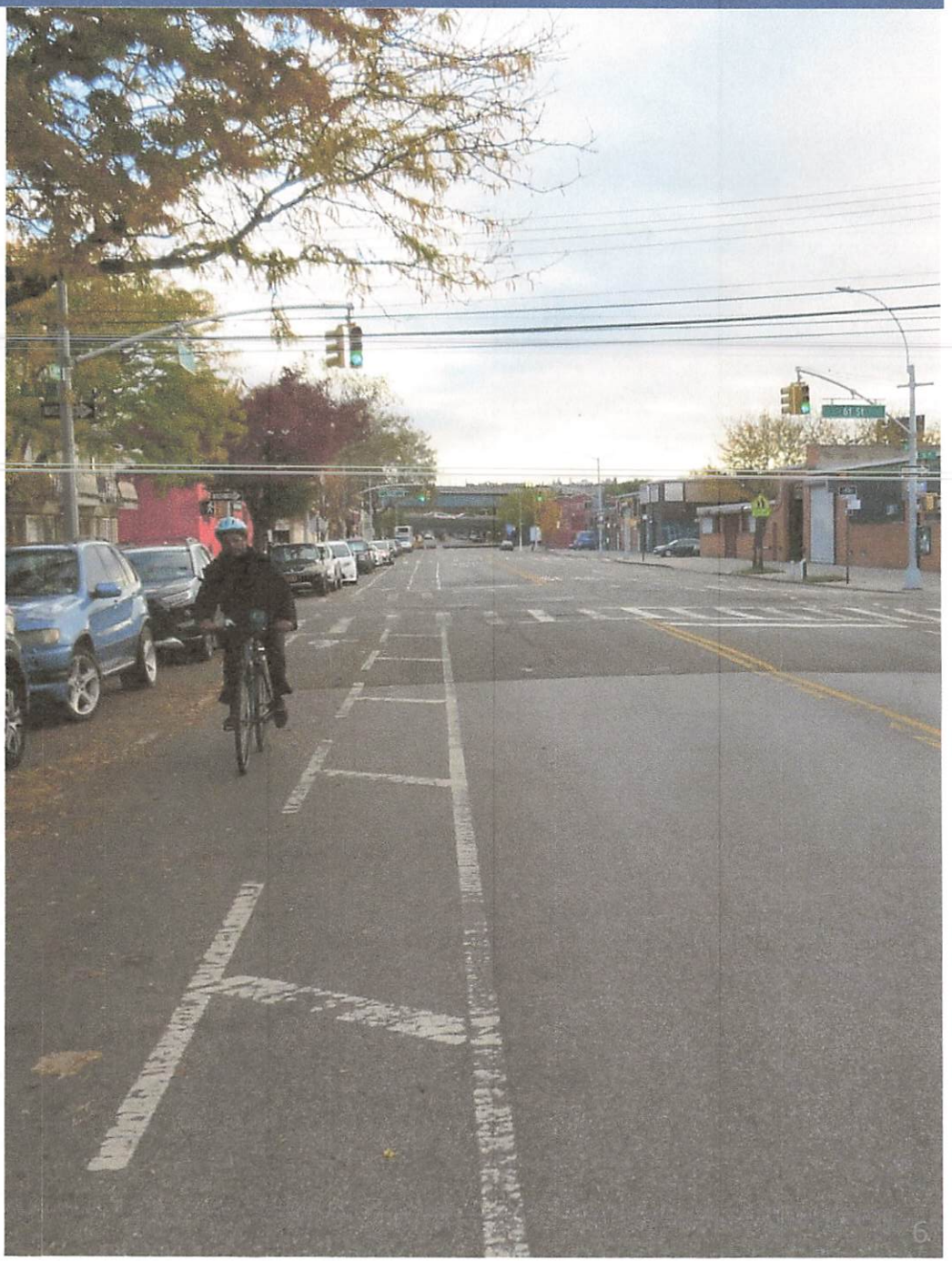


Project Area Safety

34th Avenue
Broadway – 69th St
Crash History 2015-2019

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	10	0	0	0
Bicyclists	7	0	0	0
Motor Vehicle Occupant	34	2	0	2
Total	51	2	0	2

- 5.9 Killed or Severely Injured (KSI) per mile puts the corridor in the top 33% of dangerous corridors in Queens



SAFETY – Protected Bike Lanes

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

-15% drop in all crashes with injuries

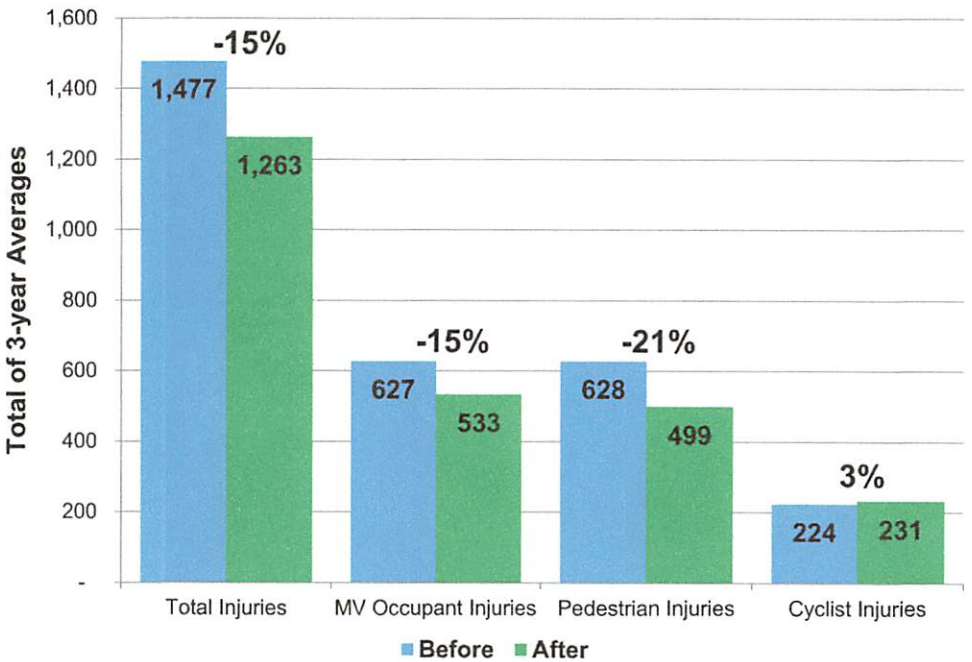
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

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

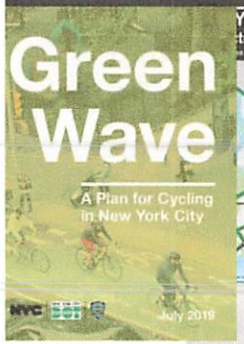
Protected Bike Lanes

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

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:

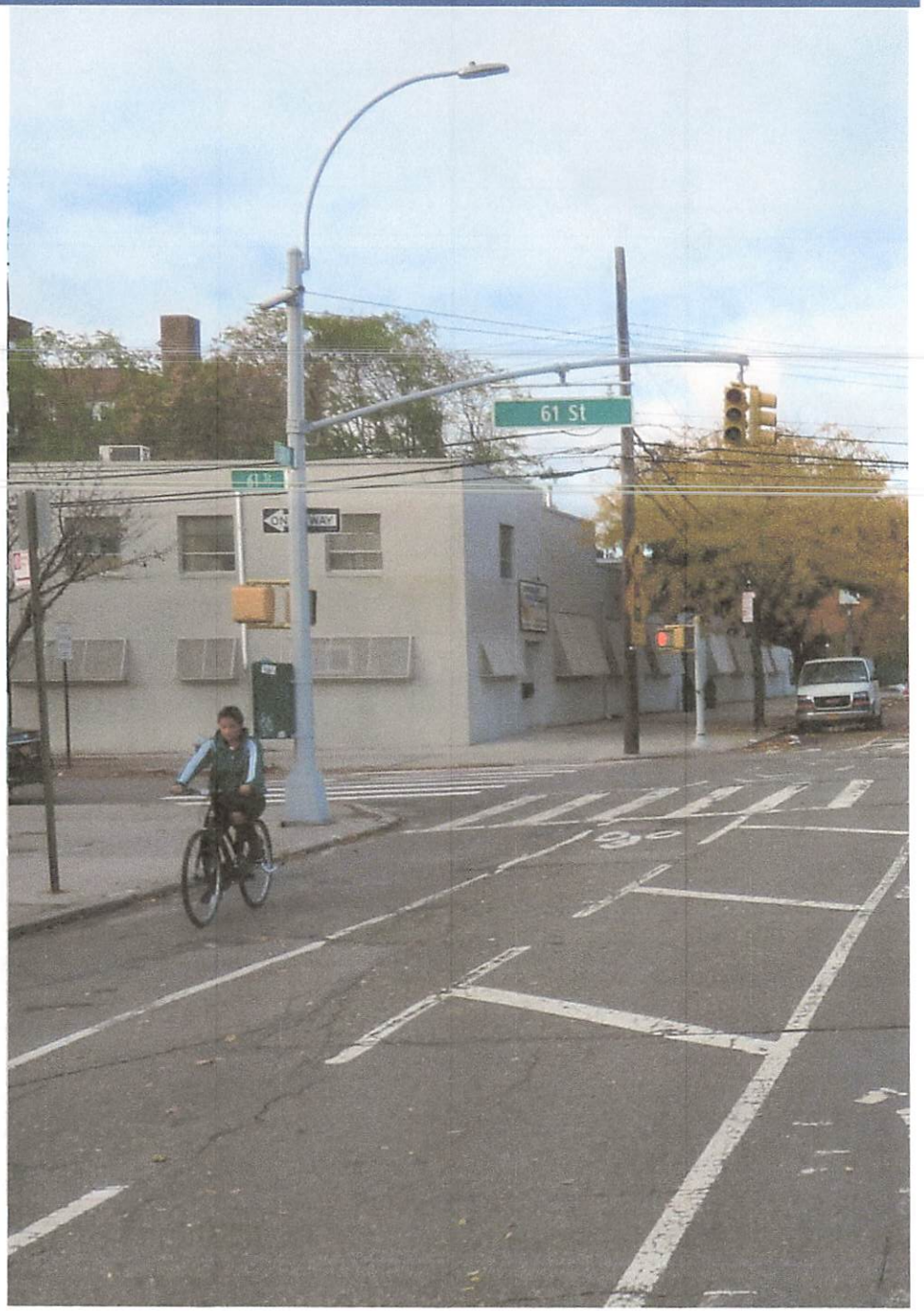
- Implement **new design** standards based on national & international best practices **to enhance safety at intersections.**
- Continue **piloting new designs with rigorous safety analysis**

Education and Outreach:

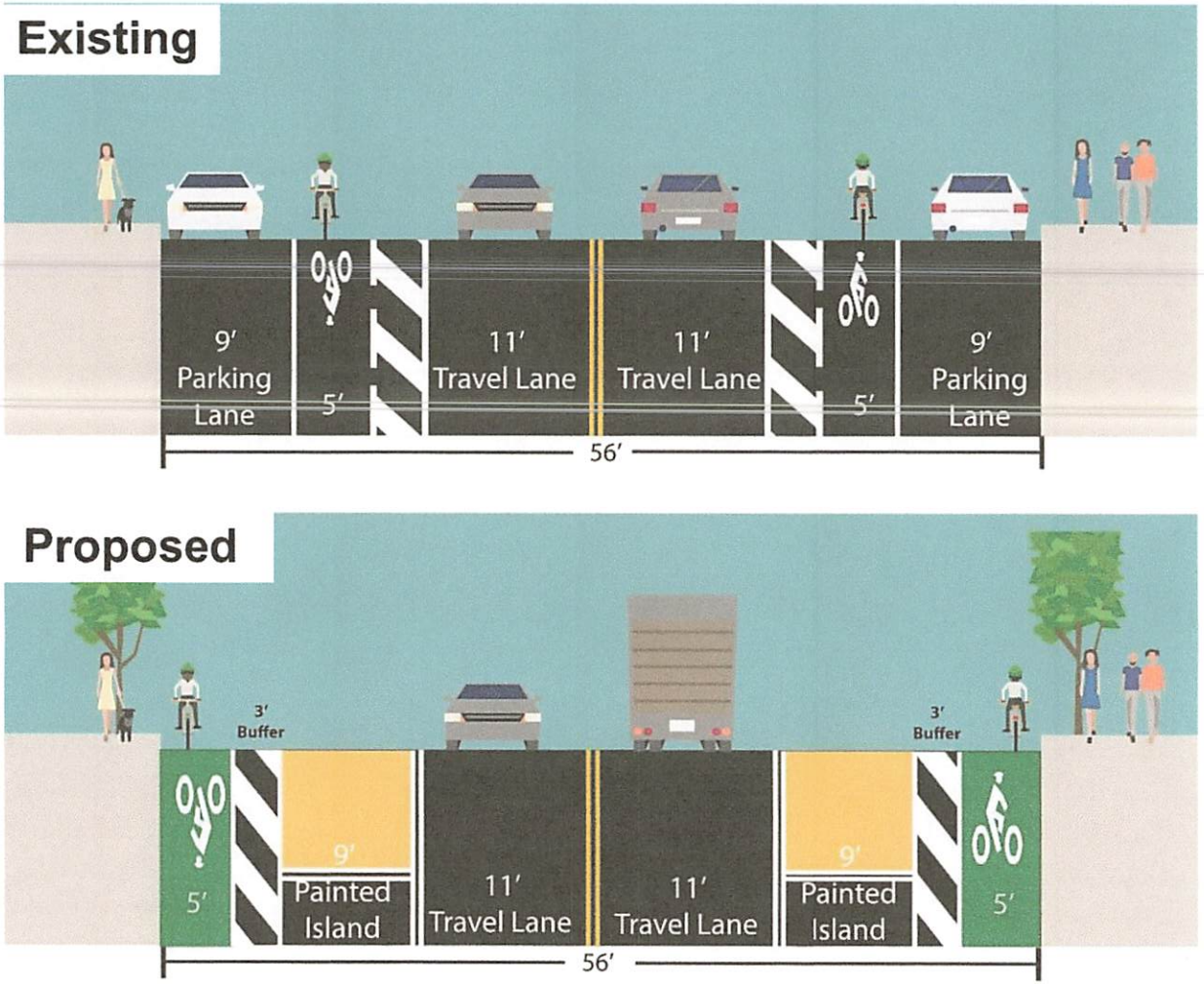
- Launch **next phase of Vision Zero** public awareness campaign, educating drivers with a focus on cyclist safety — and **expand the "Get There"** bicycle encouragement/rules of the road campaign
- **Educate all street users** about safe truck operation on city streets
- Increase helmet giveaways and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

Proposed Design Goals

- Improve street safety for pedestrians and drivers
  - Reduce 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 and connections to 34th Ave, Northern Blvd, 39th Ave Bike Boulevard
  - Provide protected space for people biking
  - Add new dedicated spaces for biking
- Maintain motor vehicle circulation



Proposed Design 34th Avenue, 60th Street to 69th Street



- Pedestrian islands shorten crossing distances
- ~15 parking spaces converted at pedestrian islands

Proposed Design 34th Avenue, 60th Street to 69th Street

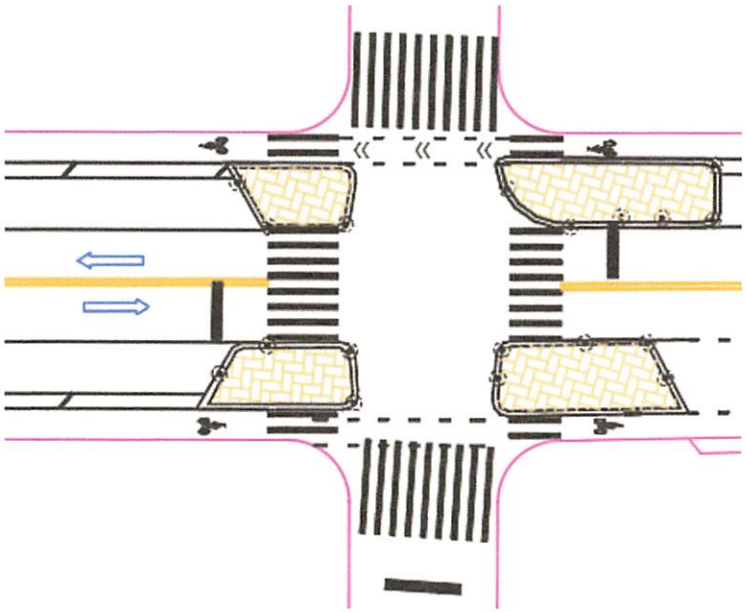
- Redesign adds green paint, floating parking lane, and pedestrian islands
- Maintains traffic capacity

Existing

Proposed Configuration: Fountain Ave, Brooklyn

Turn Treatments Offset Crossings

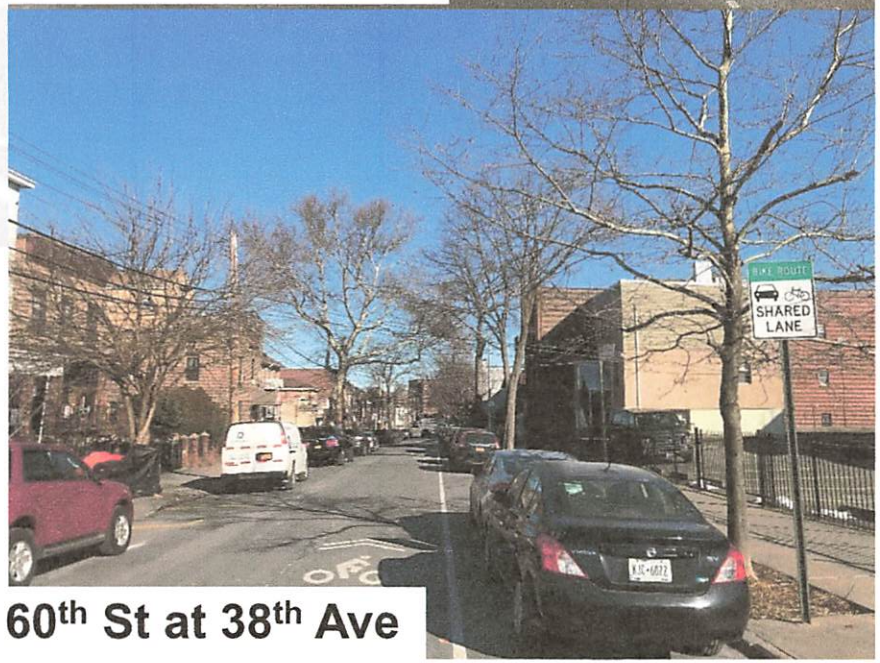
4th Avenue at 7th Street, Brooklyn



- 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

Connections: 59th and 60th Streets

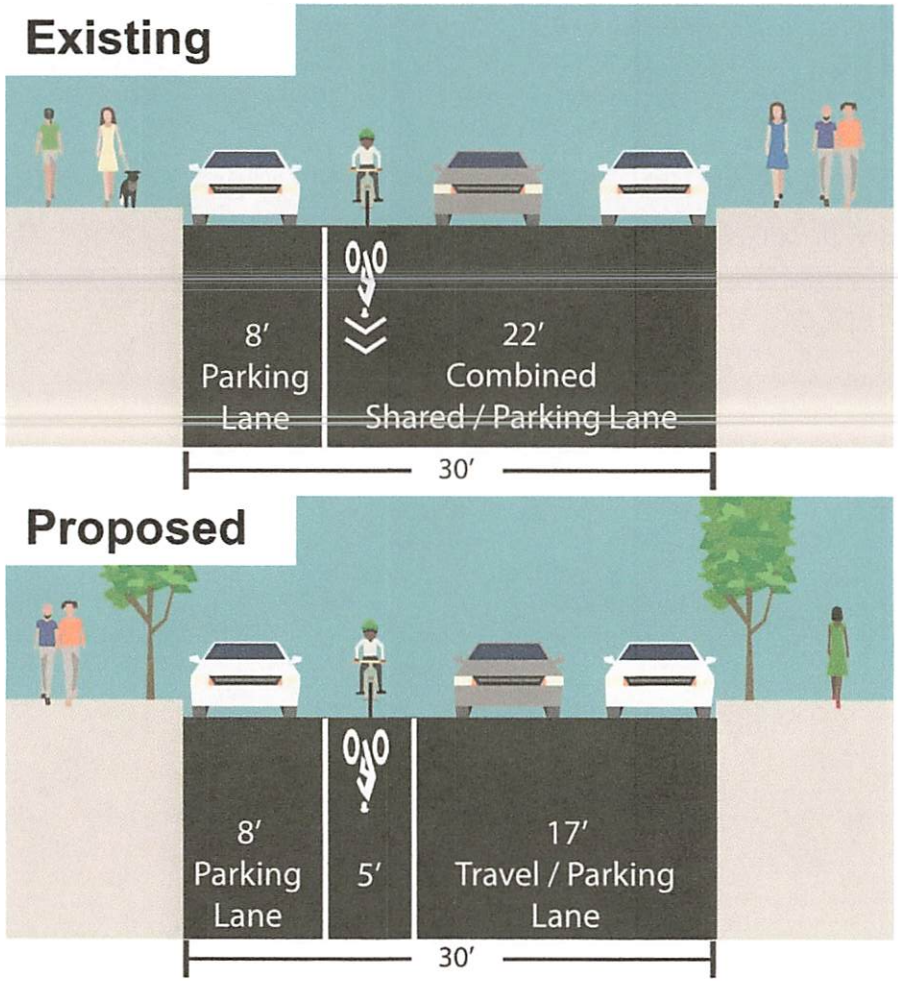
59th St at 39th Ave



60th St at 38th Ave

- Existing shared lanes meet standards to be upgraded to conventional bike lanes
- Connects 39th Ave Bike Boulevard to 34th Ave

Connections: 59th and 60th Streets



- Maintains traffic capacity
- No impact to parking

Summary Project Benefits

Protected bike lanes benefit all street users:

Crashes with Injuries
Down 15%

Motor Vehicle Occupant Injuries
Down 15%

Pedestrian Injuries
Down 21%

- Connects Central Queens to Queensboro Bridge with high quality protected bike lanes
- Increases pedestrian safety by shortening crossing distances
- Discourages speeding by narrowing roadway
- Protects bicycle lane from double parking
- Upgrades shared lanes on 59th St and 60th St
- Maintains traffic capacity
- ~15 parking spaces converted to pedestrian islands and buffers