



Borden Ave, Review Ave, Starr Ave

Protected Bike Path

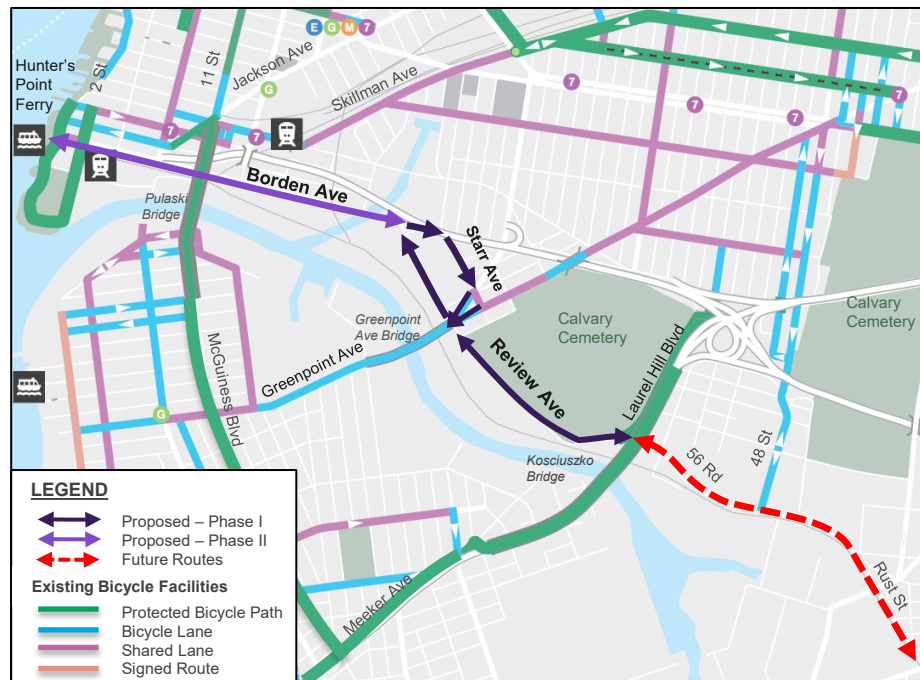
Presented to QNs CB2 by NYC DOT on May 7, 2024



Background

Project Goals

- Continue to build robust bike network for growing number of cyclists in Blissville + LIC
- 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



Background

Community Requests

- Blissville Civic Association requested a pedestrian and bicycle-friendly greenway on Review Ave
- Council Member Julie Won requested a protected bike lane at Van Dam St and Greenpoint Ave
- CB2 requested measures to reduce speeding on Review Ave
- CB2 requested protected bike network in Long Island City
- Stakeholder requests for Vernon Blvd plaza

Queens Borough Commissioner Nicole Garcia,

Van Dam North and Greenpoint Avenue have been regarded as a dangerous intersection for our constituents who ride bikes for their commute or main point of travel. Despite being one of the main streets that connect District 26 to the Greenpoint Avenue Bridge, this area continues to lack safety in regards to my constituents who ride their bikes.

I am writing to ask that there are protected bike lanes installed at the intersection of Greenpoint Avenue and at the north end of Van Dam (where the bridge is). This will ensure the safety and well-being of not only my constituents, but for all who travel between Queens and Brooklyn via this roadway. Thank you, and I look forward to hearing from you regarding next steps for implementation by October 21st, 2022. Thank you.

Sincerely,



Council Member Julie Won
26th District
New York City Council

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)



Cycling in Numbers

Citi Bike:

- **1,500+ stations** across Brooklyn, Queens, Manhattan, and the Bronx
- **20,000+ bikes**
- **130+ million trips** since 2013
- **19.5 million trips** in 2020
- Citi Bike regularly sees **80,000 daily trips** with several days with more than 100,000 daily trips



Safety Benefits of Protected Bike Lanes

Protected bike lanes benefit all street users:

Crashes with Injuries

Down 15%

Motor Vehicle Occupant Injuries

Down 15%

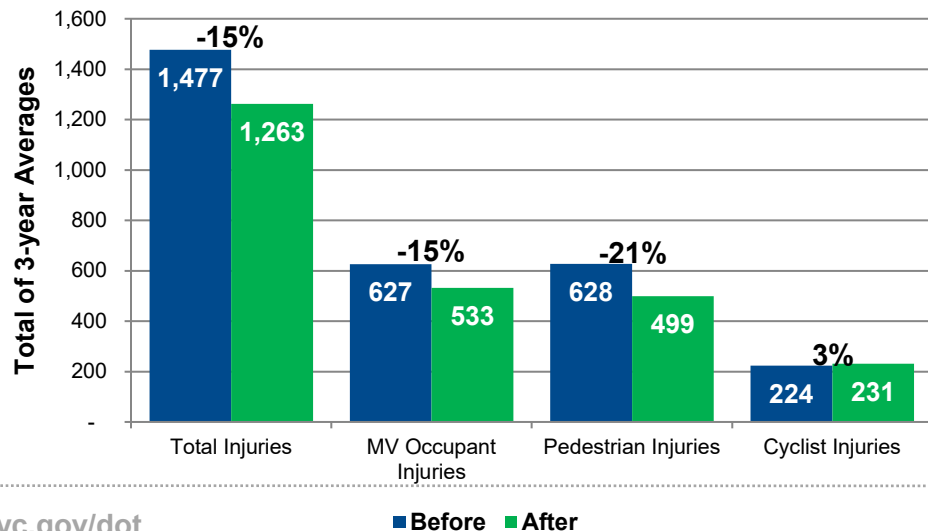
Pedestrian Injuries

Down 21%

Injuries to cyclists increase only 3%, despite a 61% increase in bike volume 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, Inlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

Green Wave

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

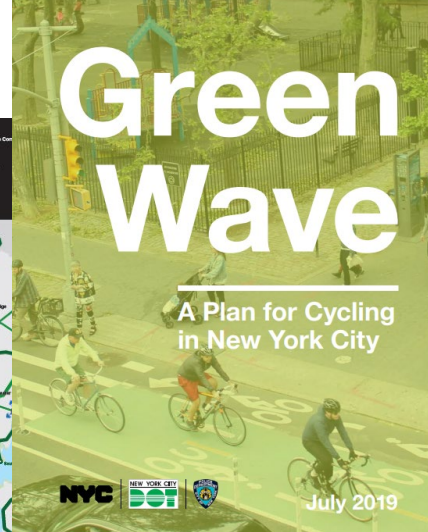
- **Build 30 miles of protected bicycle lane annually**, guided by a PBL vision document.

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.



Injury Summary

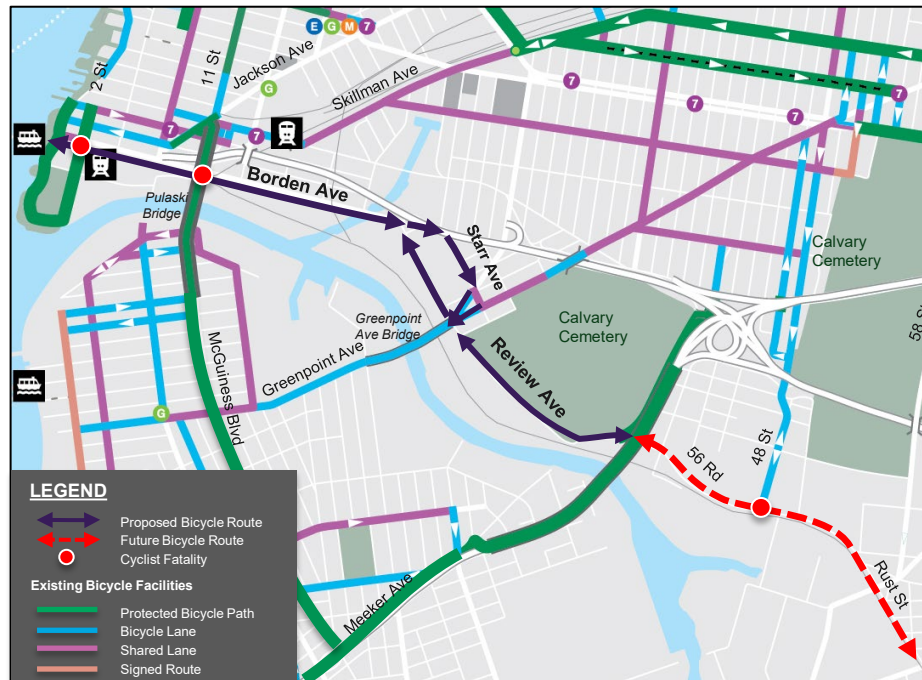
Project Corridors

2019-2023 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	14	1	0	1
Bicyclists	20	1	2	3
Motor Vehicle Occupant	138	8	3	11
Total	178	10	5	15

Project corridors in top 33% most dangerous in Queens

- Cyclist fatality on Borden Ave + 2nd St in 2019
- Cyclist fatality on Borden Ave + 11th St in 2019
- Pedestrian seriously injured on Borden Ave + 11th St in March 2024



Proposal

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Proposed Bicycle Network

Phase I (Target 2024)

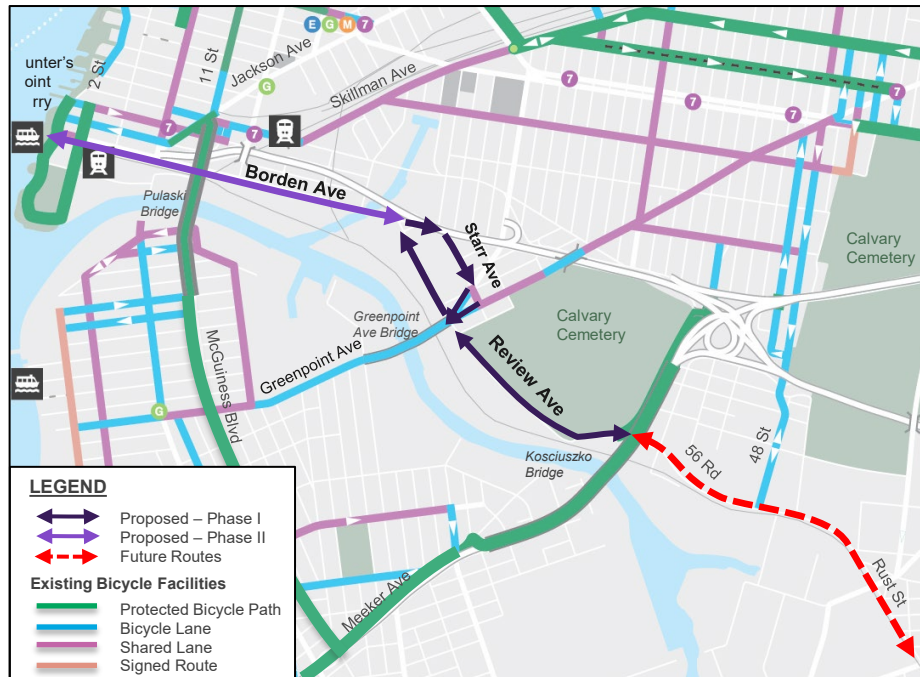
- **Borden Ave**, Review Ave to Starr Ave
- **Starr Ave**, Borden Ave to Van Dam St
- **Van Dam St**, Starr Ave to Review Ave
- **Greenpoint Ave**, Starr Ave to Review Ave
- **Review Ave**, Borden Ave to Laurel Hill Blvd
- **Laurel Hill Blvd**, Review Ave to 56 Rd

Phase II (Target 2025)

- **Borden Ave**, Center St to Review Ave

Project Goals

- Continue to build robust bike network for growing number of cyclists in Blissville + LIC
- Fill in gaps in transit
- Improve safety for all road users
- Provide safe connections to key destinations



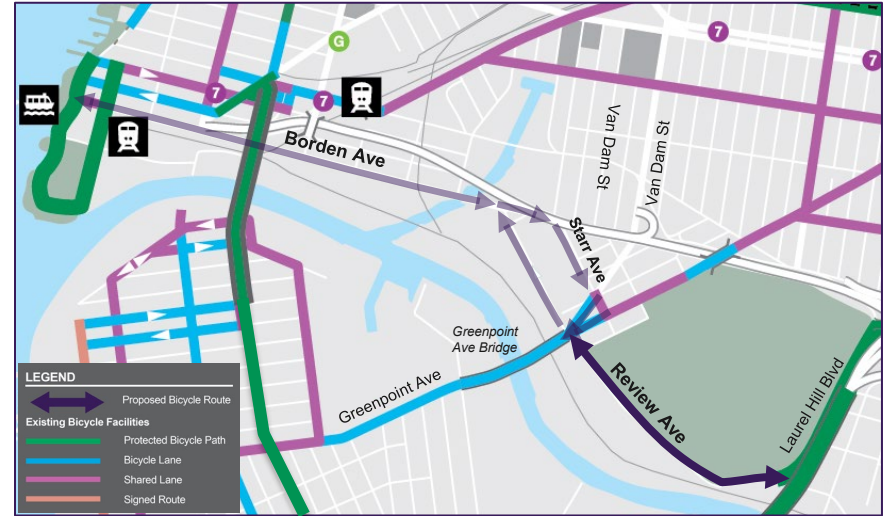
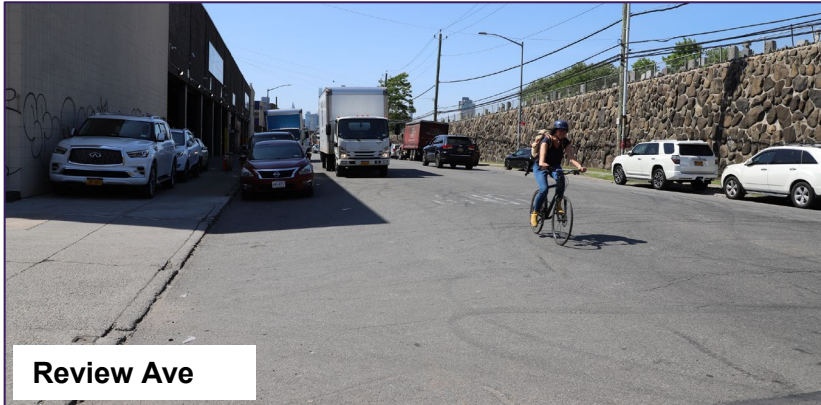
Review Ave, Greenpoint Ave to Laurel Hill Blvd

Existing

- 2-way combined travel and parking lanes, truck route
- Cemetery + industrial uses

Existing Issues

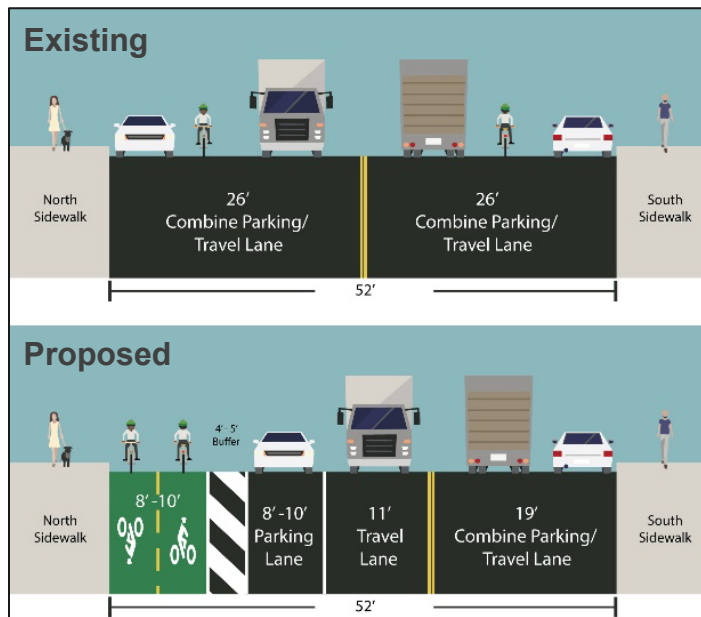
- No bike connection btwn heavily trafficked Greenpoint Ave and Kosciuszko Bridge Path
- Blissville Civic Association request to add pedestrian and bicycle greenway
- Mixing of cyclists and large trucks



Review Ave, Greenpoint to Laurel Hill Blvd

Proposed

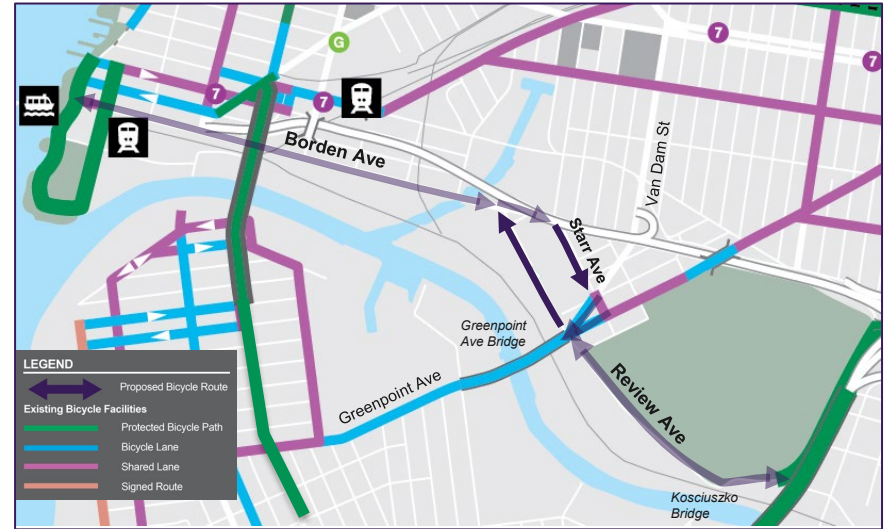
- Install two-way parking protected bike lane on north curb
- Maintain all truck movements
- Convert 37 St from one-way EB to one-way WB



Starr Ave and Review Ave, Borden Ave to Van Dam St

Existing

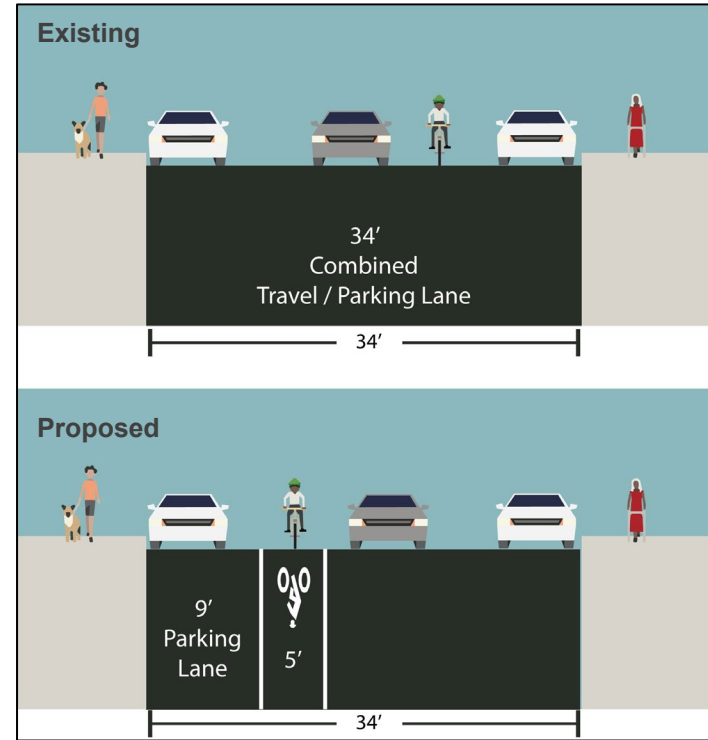
- One-way combined travel + parking lanes
- Lack of north-south connections for cyclists accessing/ coming from Greenpoint Ave Bridge or Maspeth / Dutch Kills
- Large trucks mixing with cyclists



Starr Ave and Review Ave, Borden Ave to Van Dam St

Proposed

- Install SB standard bike lane on Starr Ave and NB standard bike lane on Review Ave
 - Separates cyclists from traffic
 - Creates bike connections within Blissville
 - Creates safer routes to and from the Greenpoint Ave Bridge
- Convert small section of Review Ave between 35th St and Greenpoint Ave from 2-way to 1-way NB



Van Dam St and Greenpoint Ave, Starr Ave to Review Ave

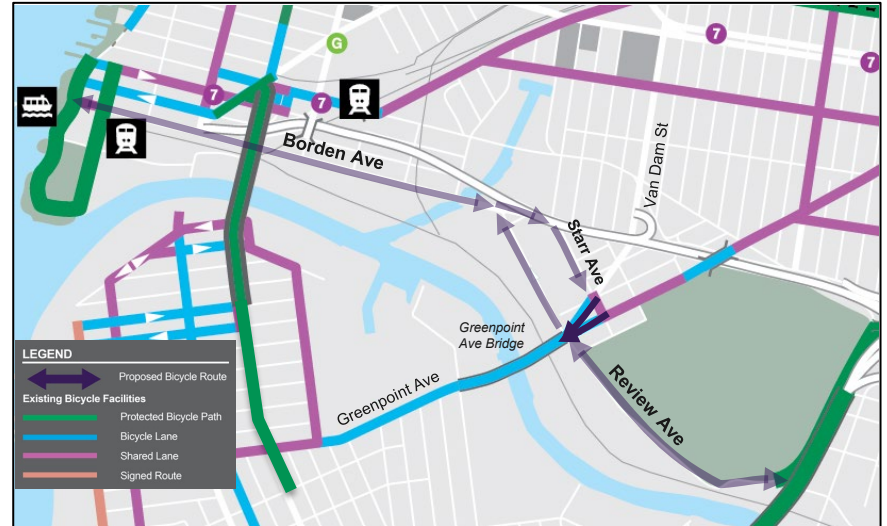
Existing

Van Dam St

- Two-way street with WB standard bike lane

Greenpoint Ave

- One-way street with EB standard bike lane



Van Dam St and Greenpoint Ave, Starr Ave to Review Ave

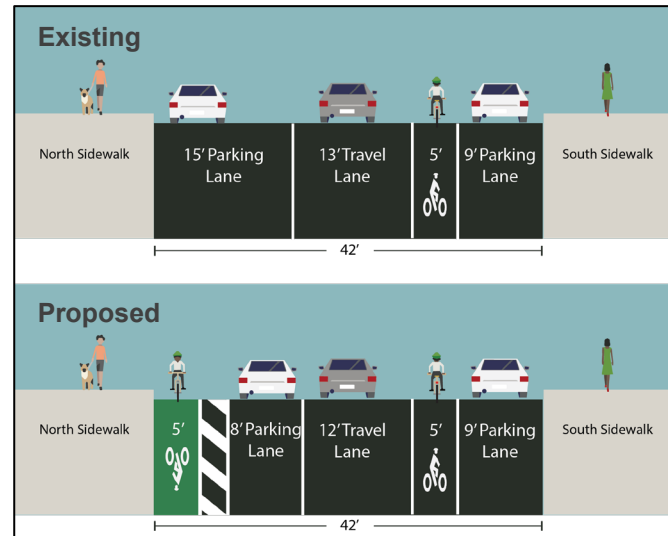
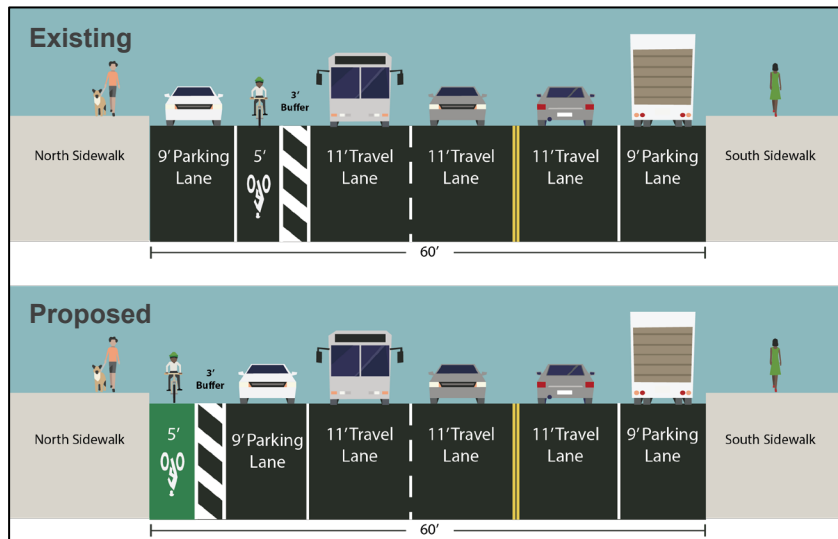
Proposed

Van Dam St

- Upgrade WB bike lane on Van Dam St from standard to parking protected

Greenpoint Ave

- Add a protected WB contra-flow lane on Greenpoint Ave



Greenpoint Ave + Review Ave Intersection

Existing

- 7-way intersection with entrance / exit to Greenpoint Ave Bridge

Existing Issues

- Busy intersection with multiple conflicts
- Indirect pedestrian crossings
- Indirect SB bike connection to Greenpoint Ave Bridge
- Council Member Julie Won requested DOT study this intersection

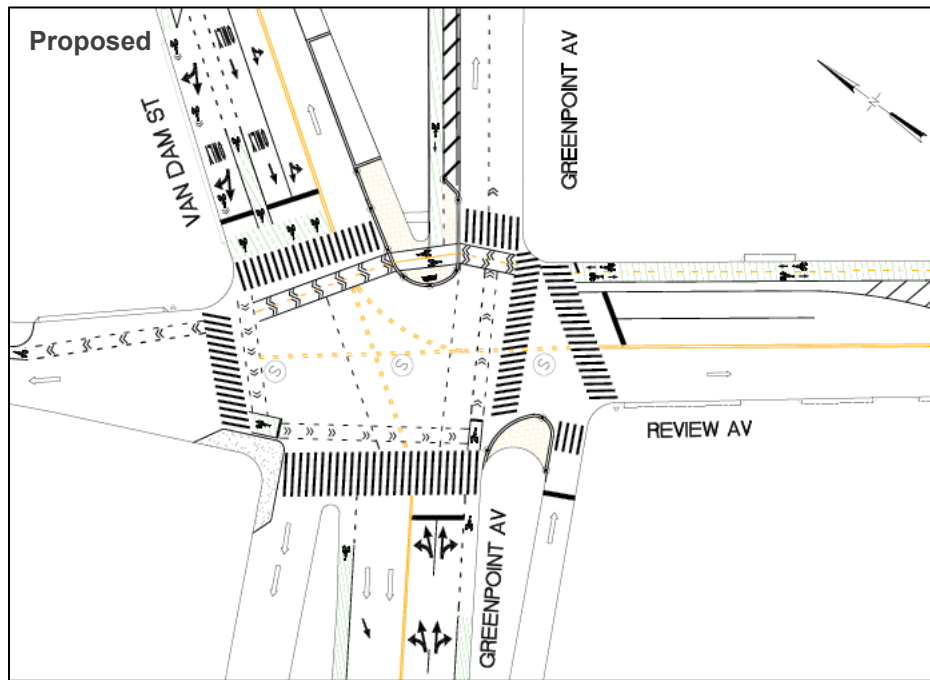
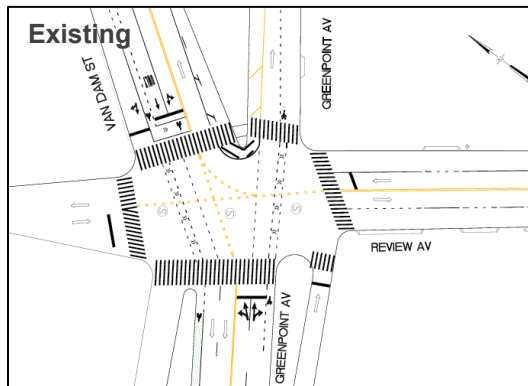


Greenpoint Ave + Review Ave intersection looking north

Greenpoint Ave + Review Ave Intersection

Proposed

- Add curb extensions
 - Reduces crossing times and slow turns
- Add crosswalk off Greenpoint Ave Bridge
 - Creates safer, more direct connections for pedestrians
- Continue lanes through the intersection
 - Creates safer bike connections + delineates spaces for automobiles and cyclists



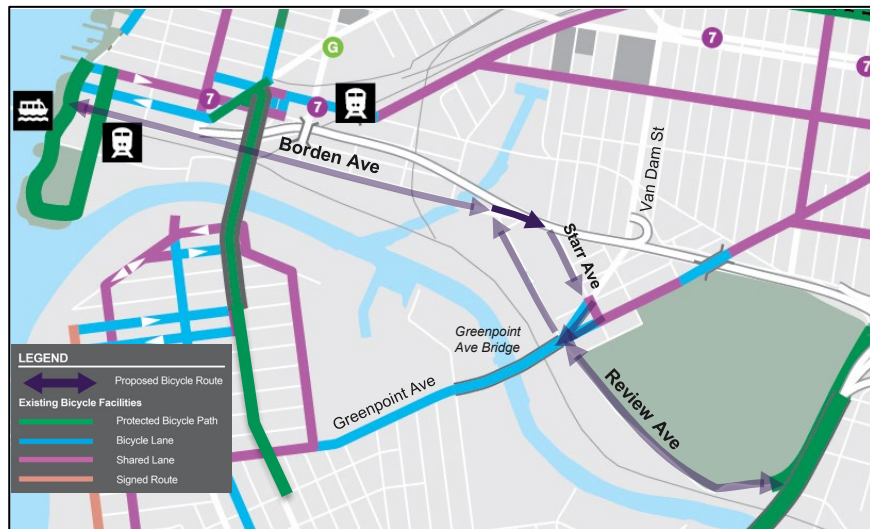
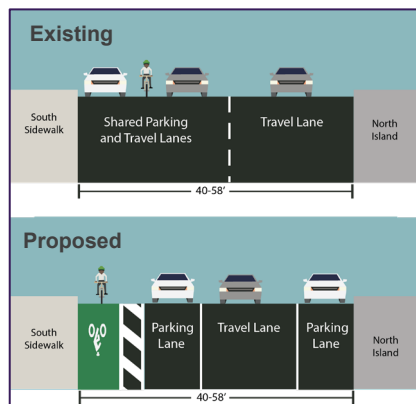
Borden Ave, Review Ave to Starr Ave

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



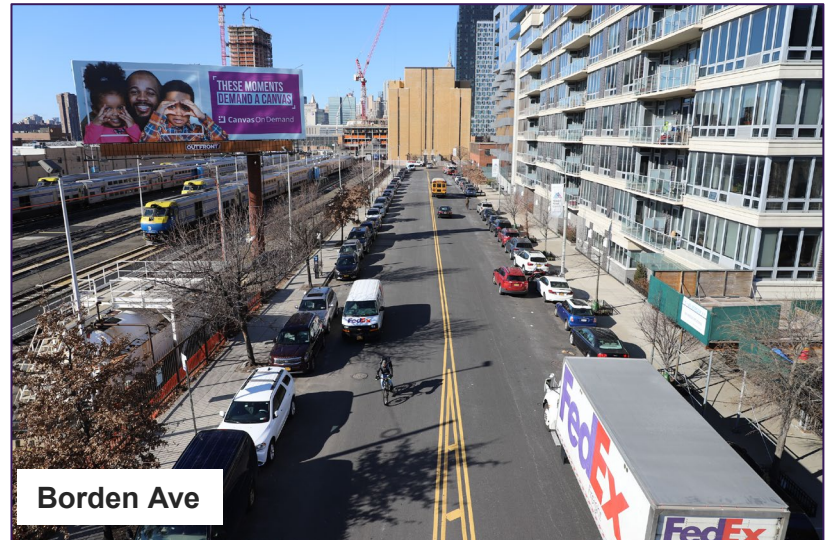
Borden Ave, Center St to Review Ave

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

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, Center St to Review Ave

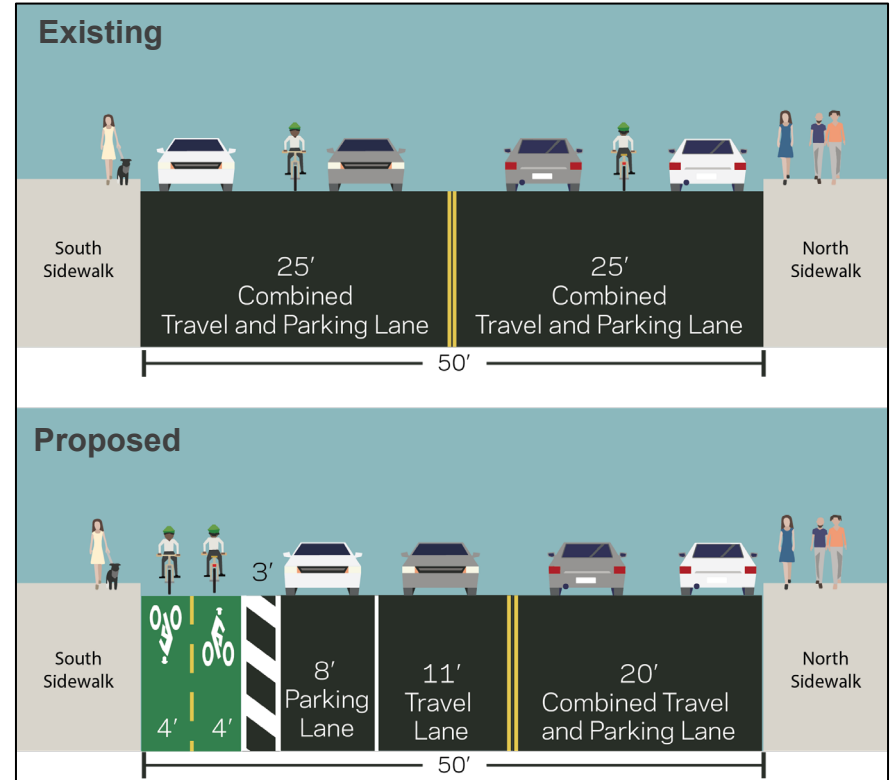
Proposed

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



Summary & Next Steps

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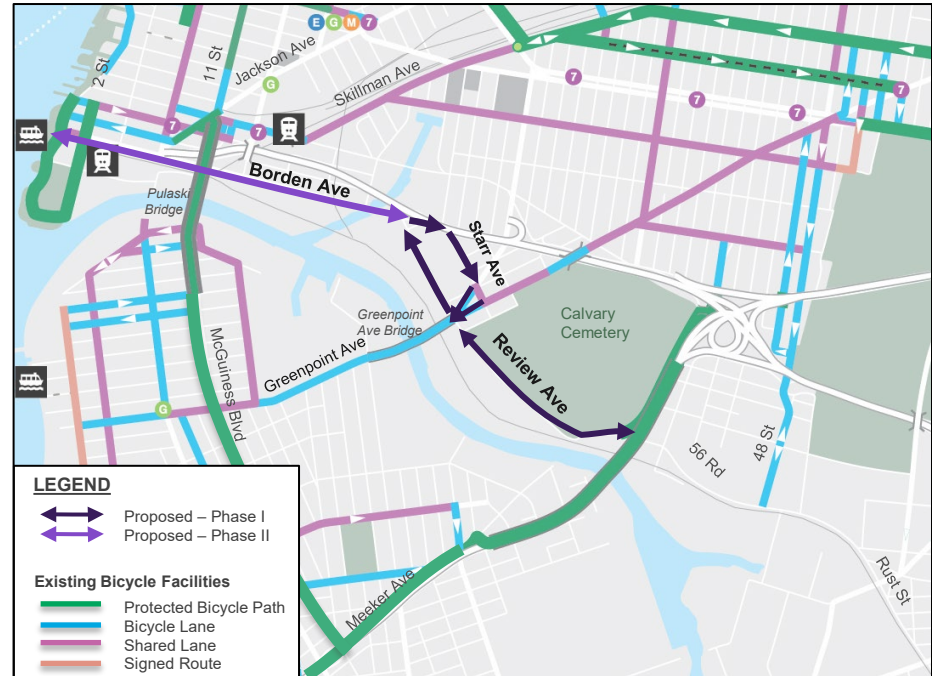
Summary & Next Steps

Summary

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

Next Steps

- Install **Phase I** (target 2024)
 - Borden Av, Review Av to Starr Av
 - 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
 - Greenpoint Av, Starr Av to Review Av
- Install **Phase II** (target 2025)
 - Borden Av, Center St to Review Av



Thank You!

Questions?



NYCDOT



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