



LIC/Hunter's Point

Protected Bike Lane Network

Presented by the NYC DOT Bike Unit to Queens Community Board 2 on
April 5, 2022

OVERVIEW

Presentation Overview

Background

Existing Conditions

Green Wave Plan

Proposed Upgrades:

- 44 Dr, Vernon Blvd to 23 St
- 11 St, 44 Dr to Jackson Ave
- Jackson Ave, 54 Ave to Pulaski Br

Summary of Benefits:



BACKGROUND

1

Cycling in LIC/Hunter's Point

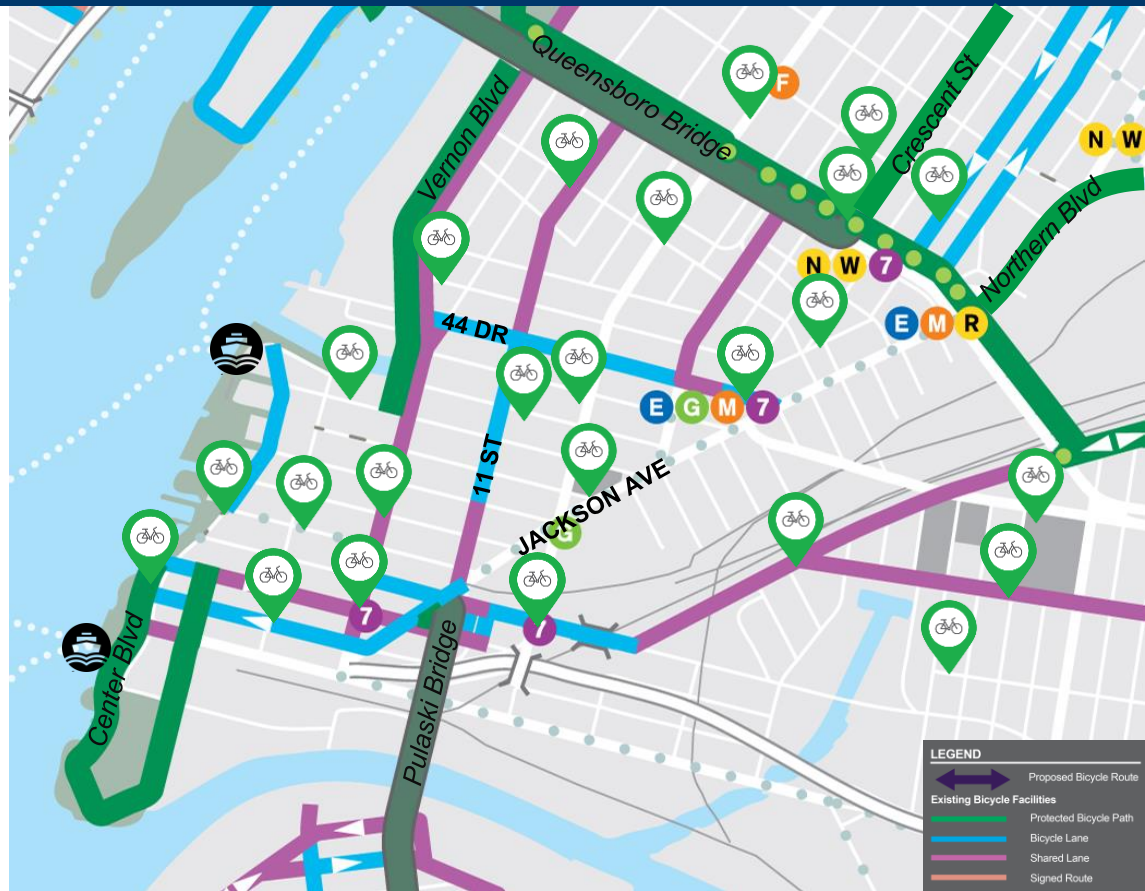
Cycling in Numbers:

- **85,000+ Citi Bike trips** in CB2*
- **6,400+** Bike trips across the **QBB**** (highest increase of daily riders of ER Bridges)
- **2,000+** Bike trips across the **Pulaski Br*****

Bicycle Network:

- **Continued growth in cycling** despite the lack of protected bicycle infrastructure
- **Gaps in the Protected Bike Lane Network**
- Lack of protected lanes between waterfront, bridges, and downtown LIC

*Q4, 2020, **24-hr daily average, 2021, ***12-hr count, 2019





Neighborhood Safety Improvements and Protected Bike Network

- Elected Officials
- Court Square Civic Association
- Murano Condominium Association
- City Rise Neighborhood Bike Network Action

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.

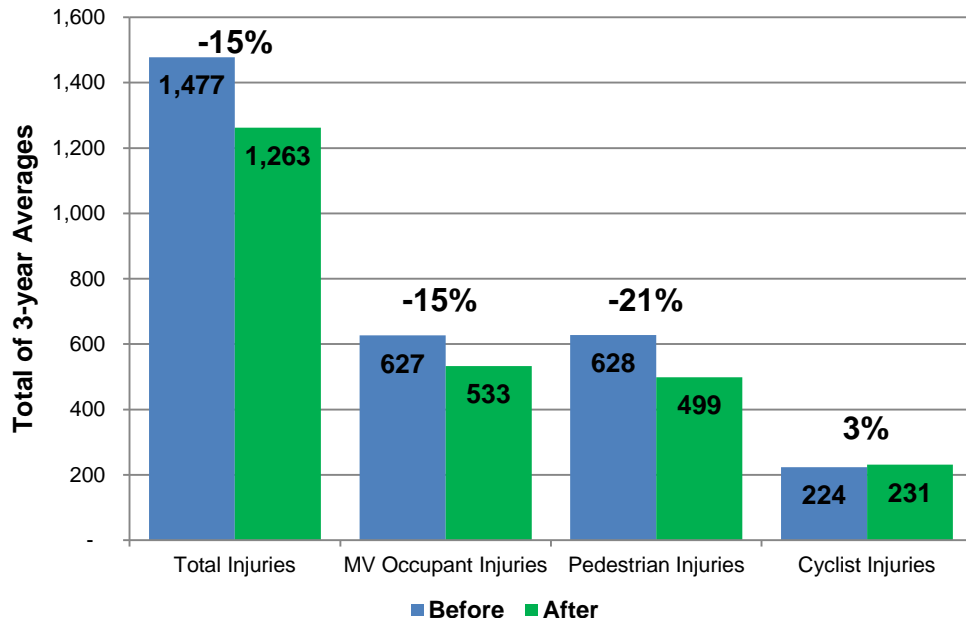
Safety Benefits of Protected Bike Lanes

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



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



BIKE NETWORK UPGRADES

2

Protected Bike Network

LIC/Hunter's Point Protected Bicycle Network Proposal

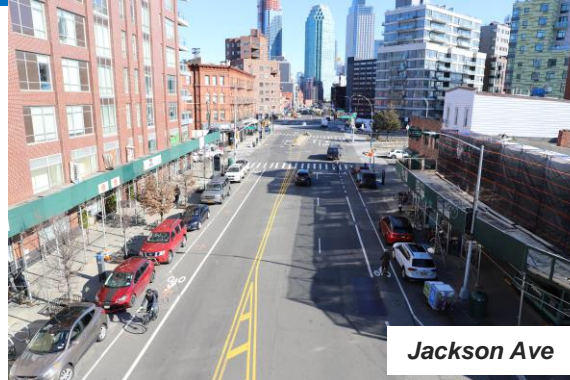
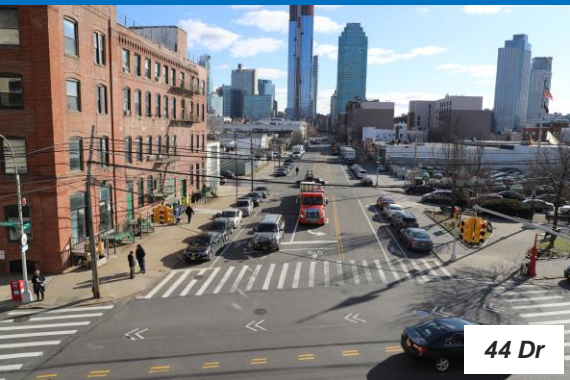
Upgrade existing facilities:

- 44th Dr, Vernon Blvd to 23 St
- 11th St, 44th Dr to Jackson Ave
- Jackson Ave, Vernon Blvd to Pulaski Bridge

Survey new facilities:

- Borden Ave, Center Blvd to Jackson Ave

Improved connections between protected bike paths on Vernon Blvd and Pulaski Br

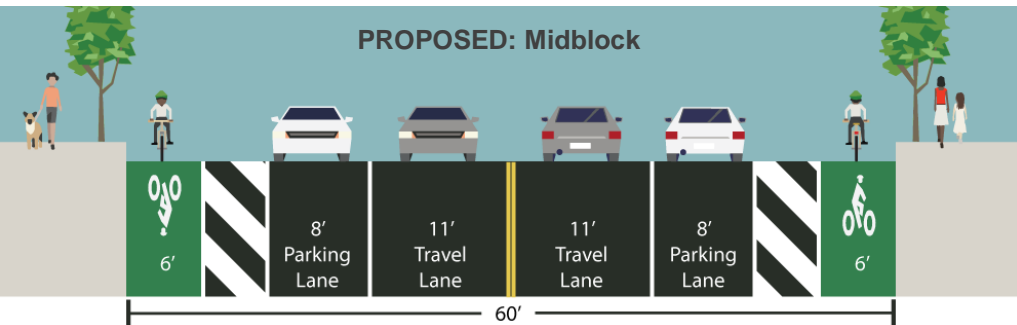
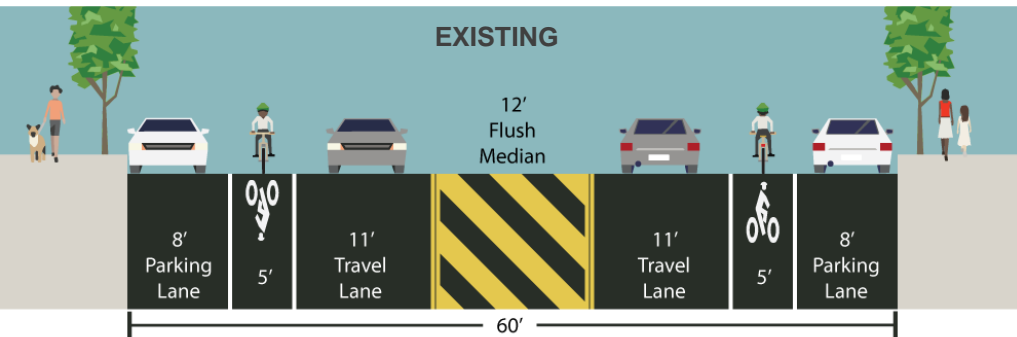




Existing/Issues:

- No protected bike connections between Court Sq and QN Waterfront
- Bike lanes are often blocked by double parked vehicles
- Wide two-way street with long pedestrian crossings
- Curb regulations don't address need for curb access



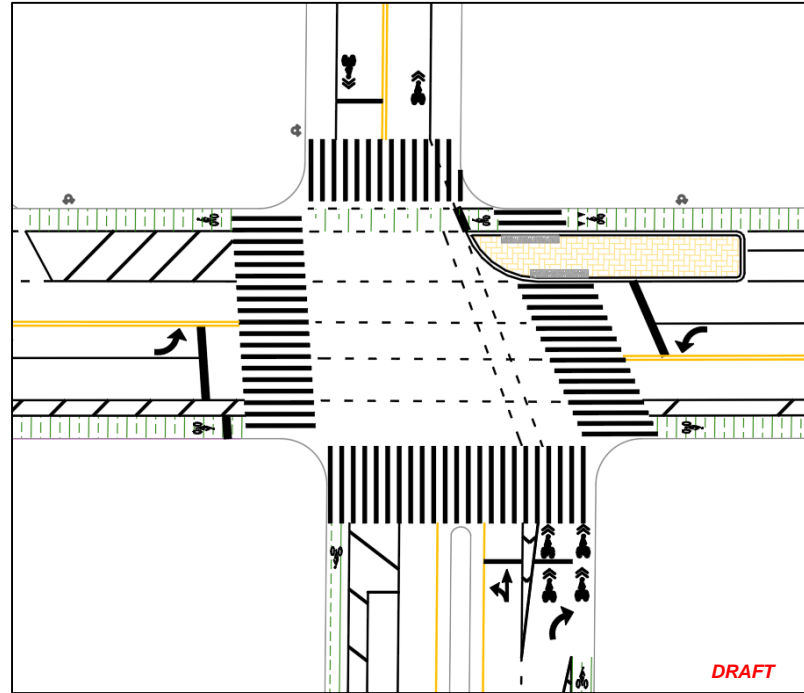
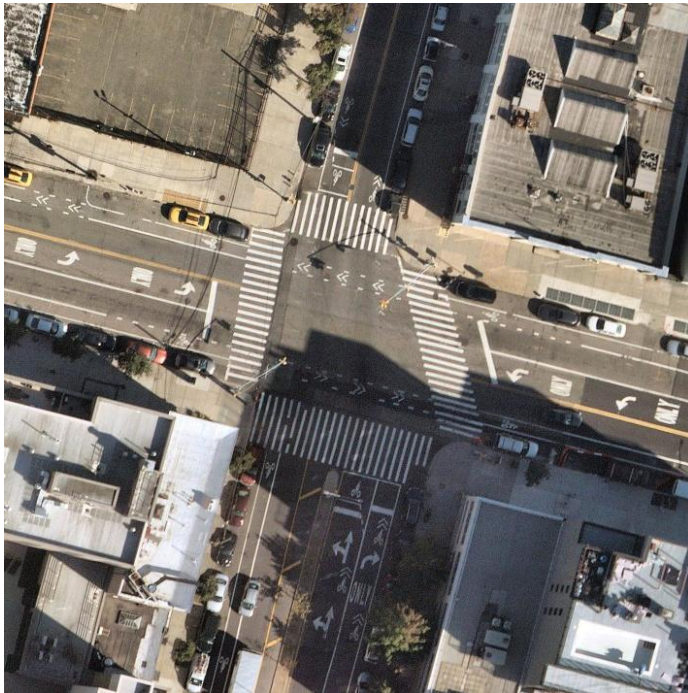


Proposed:

- Upgrade existing bike lane to parking protected
 - Install painted pedestrian islands at 11 St and 23 St
 - Remove EB left turn lane at 23 St to maintain parking protection (Peak Hour: AM - 44, PM – 34)
 - Survey loading at targeted locations
 - Install bike parking where feasible
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- *Proposed pedestrian spaces, turn conflict mitigation, and transition space for turn lanes require the removal of an average of 10 spaces per block (39 spaces total)*

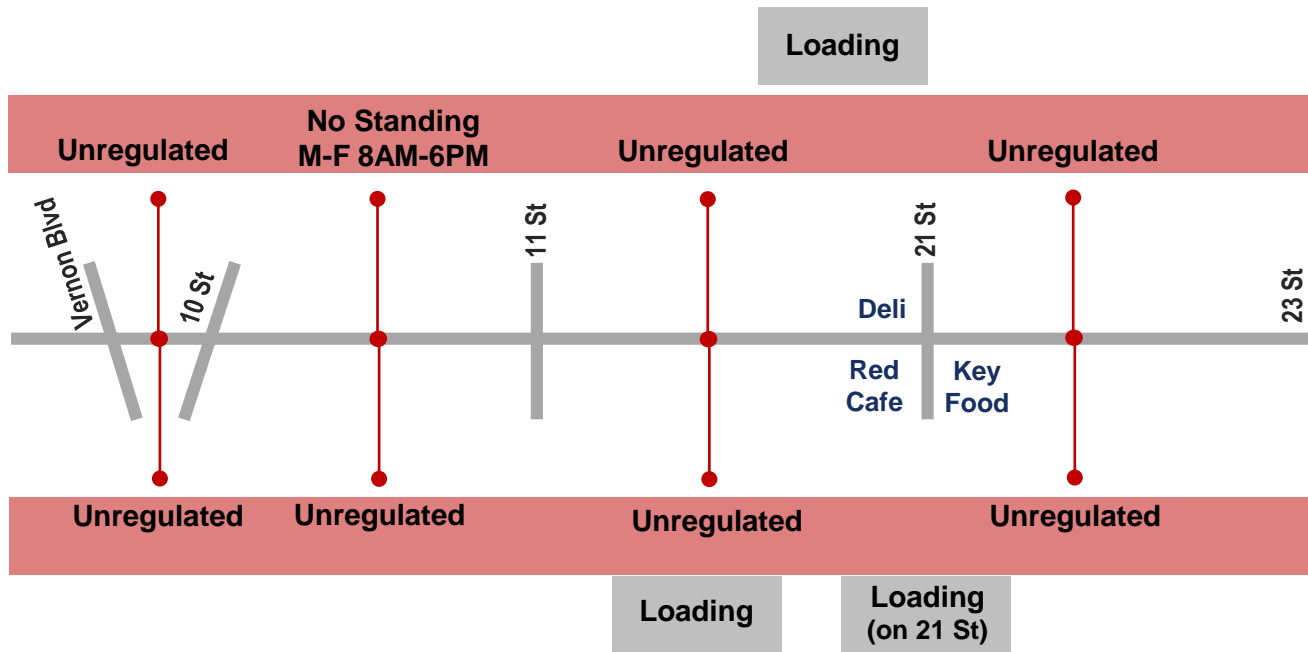
Benefits:

- Builds on previous safety improvements
- Provides space for cyclists that is protected from moving vehicles
- Shortens pedestrian crossings
- Improves curb accessibility and addresses double parking



Intersection Upgrades:

- Shortens pedestrian crossing
- Safer turns



Proposed:

- Survey loading at targeted locations

Benefits:

- Improves curb accessibility and addresses double parking
- Maintains clear bike path

Protected Bike Network

11 ST, 44 DR TO 47 AVE

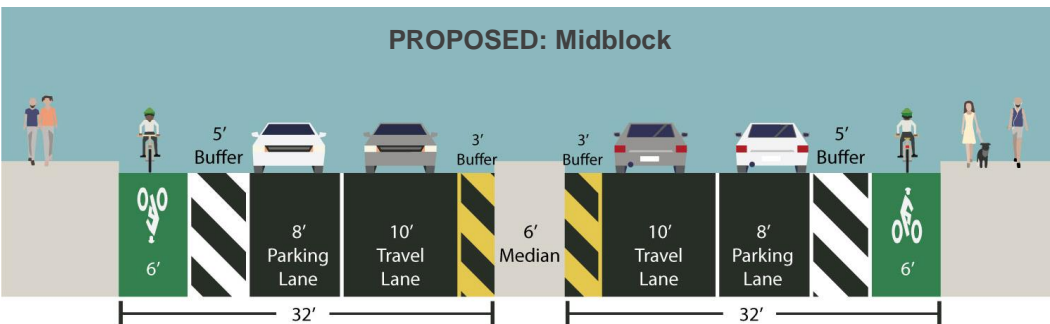
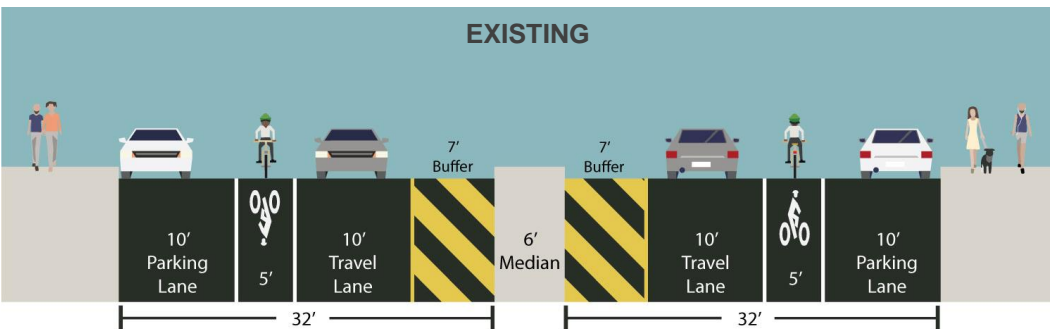


Existing/Issues:

- No protected lanes connecting to the Pulaski Br
- High volume of cyclists: 655 weekday, and 715 on weekend (12-hr, 7am-7pm)*
- Bike lanes are often blocked by double parked vehicles
- Wide two-way street with long pedestrian crossings



*Sept, 2019

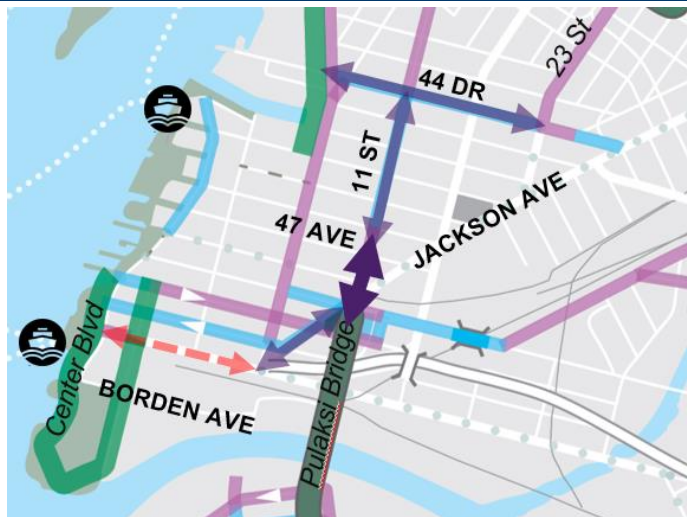


Proposed:

- Install parking protected bicycle lanes
- Install painted pedestrian islands at targeted intersections
- Replace NB right turn at 44 Dr with mixing zone (123 vehicles during the AM peak)
- Install bike parking where feasible
- *Proposed pedestrian spaces, turn conflict mitigation, transition space for turn lanes and existing medians require the removal of an average of 5 spaces per block (27 spaces total)*

Benefits:

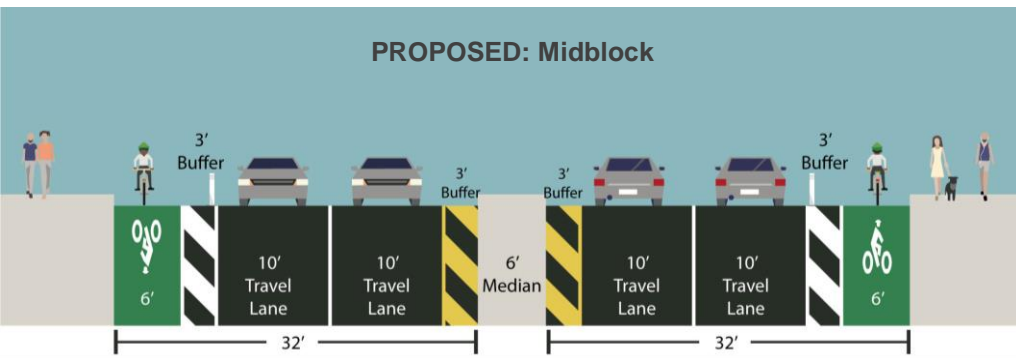
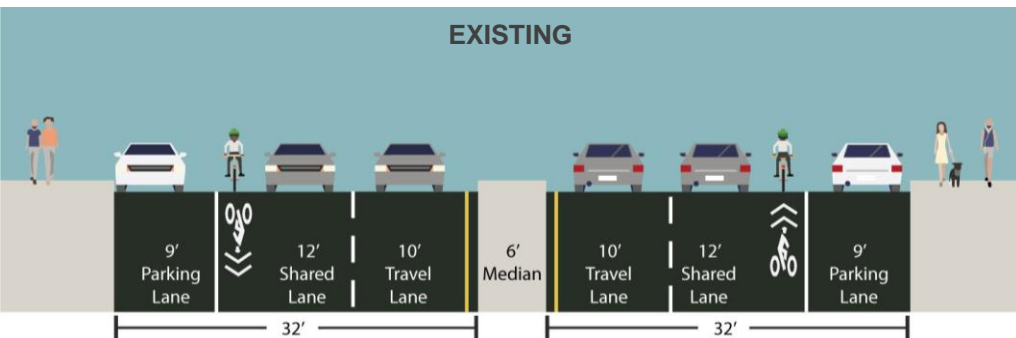
- Builds on previous safety improvements
- Provides space for cyclists that is protected from moving vehicles
- Shortens pedestrian crossings



Existing/Issues:

- Complex intersection at the entrance of the Pulaski Bridge
- No dedicated space for cyclists mixing with high volume of vehicular traffic





Proposed:

- Upgrade shared lane to separate cyclists from vehicles with buffer and vertical elements
- *Dedicated bike access to the Pulaski Br, and safety improvements requires the repurpose of 25 parking spaces*

Benefits:

- Builds on previous safety improvements
- Provides dedicated space for cyclists that is separated from moving vehicles
- Maintains two travel lanes in each direction to accommodate exiting vehicular volumes

Protected Bike Network

JACKSON AVE, 54 AVE AND PULASKI BR



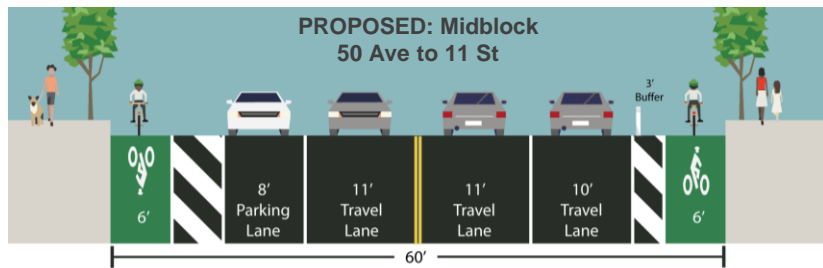
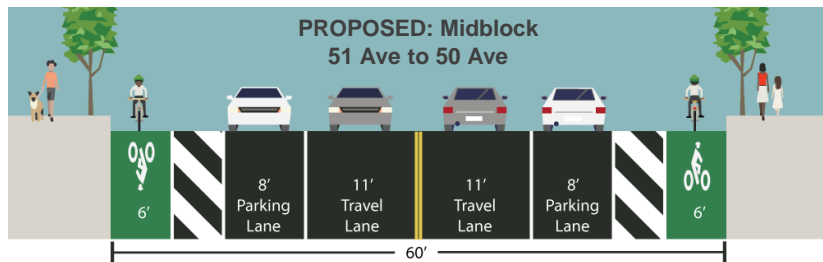
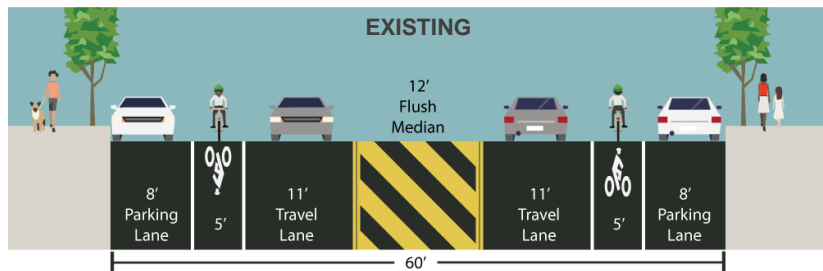
Existing/Issues:

- No protected bike connections between Pulaski Bridge and QN Waterfront
- Existing standard bike lanes are often blocked by double parked vehicles
- Wide two-way street with long pedestrian crossings



Jackson Ave and 50 Ave, facing south

JACKSON AVE, VERNON BLVD AND PULASKI BR



Proposed:

- Upgrade existing standard bike lanes to parking protected on Jackson Ave between 51 Ave and 11 St
- Upgrade EB bike lane between 50 Ave to 11 St from vehicles with buffer and vertical elements
- Install painted pedestrian islands at targeted intersections
- *Dedicated bike access, and safety improvements requires the repurpose of 16 parking spaces*

Benefits:

- Builds on previous safety improvements
- Provides space for cyclists that is protected from moving vehicles
- Maintains two travel lanes in EB direction at Pulaski Bridge approach to accommodate vehicular volumes

Protected Bike Network

DESIGN ELEMENTS



9 St, BK

Protected Bike Network

DESIGN ELEMENTS



4 Ave, BK

SUMMARY

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Summary of Benefits

Protected bike lanes benefit all street users:

Crashes with
Injuries

Down 15%

Motor Vehicle
Occupant Injuries

Down 15%

Pedestrian
Injuries

Down 21%

- Provides **protected bike network** for LIC/Hunter's Point that is comfortable for all ages and ability levels
- Builds on previous **safety improvements**
- Shorter, **safer pedestrian crossings**
- Expands and improves **access** to community amenities
- Provide **bike parking** where feasible



Thank You!



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