

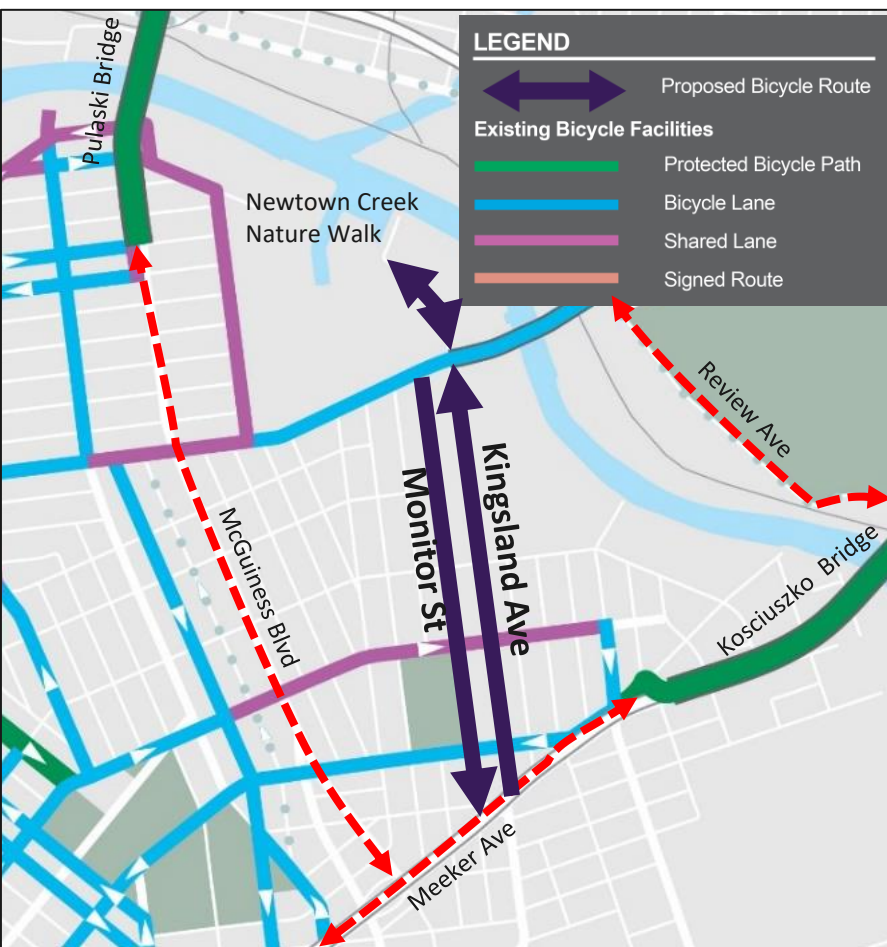


KINGSLAND AVENUE AND MONITOR STREET PROTECTED AND STANDARD BIKE LANES

Presented to Brooklyn Community Board 1 Transportation Committee
May 23, 2022



Project Area Location



- Buffered bike lane on Greenpoint Ave Bridge, protected bike lane on Pulaski Bridge, bike route on Greenpoint Ave
- Meeker Ave bike and ped path underway
- McGuinness Blvd planning

Background

- Newtown Creek Nature Walk Phase 3
 - Opened in 2021
 - Access on Kingsland Ave
 - Request from Newtown Creek Alliance to add bike connections
- Area work includes:
 - Buffered bike lane on Greenpoint Ave Bridge, Protected bike lane on Pulaski Bridge, Bike lane on Greenpoint Ave
 - Meeker Ave bike and ped path development
 - McGuinness Blvd safety planning
- Kingsland Ave is a truck route from Norman Ave to Greenpoint Ave
- No North/South bike connections through eastern Greenpoint



Greenpoint Ave



Newtown Creek Nature Walk

Issues Kingsland Ave Industrial Uses

- Trucks and heavy vehicles can cause added risk for pedestrians and people riding bikes
- It is necessary to safely accommodate industrial operations
- Lack of street markings leads to unpredictable movements



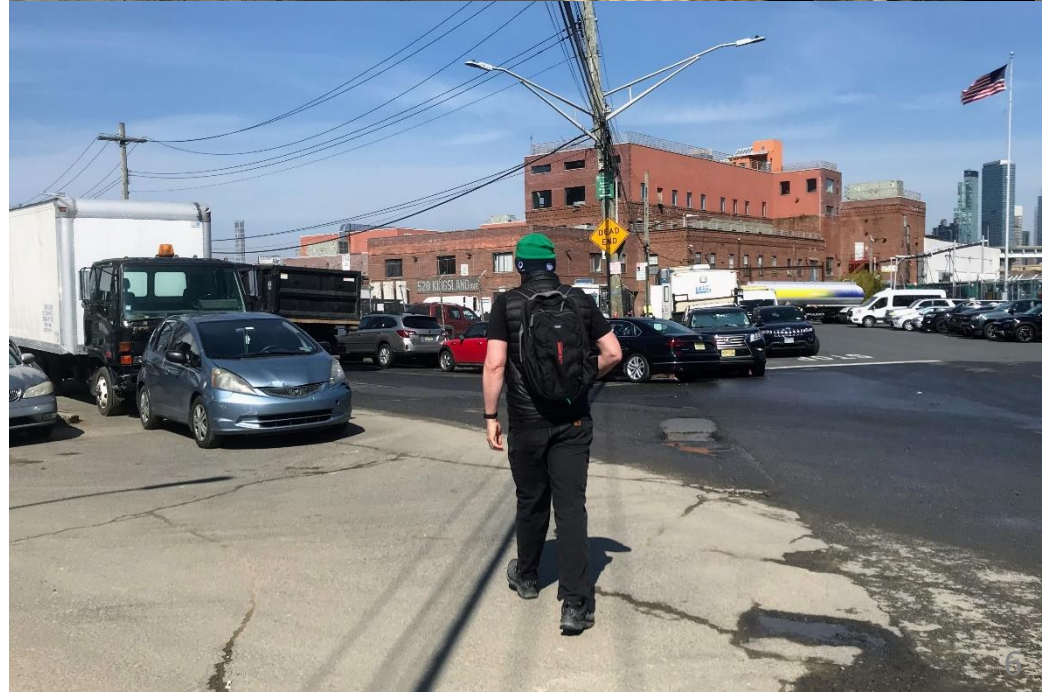
Issues Kingsland Ave Illegal Truck Storage

- Lack of parking regulations contributes to long-term vehicle storage
- Parking for visitors and employees is taken by illegally parked vehicles



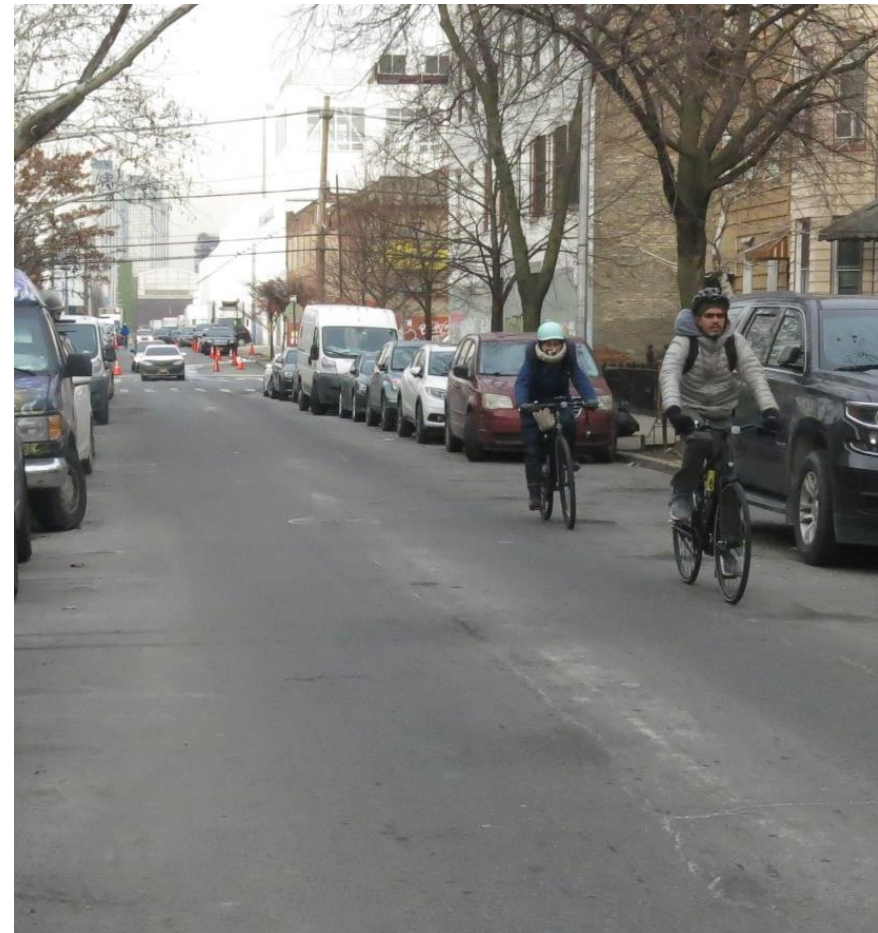
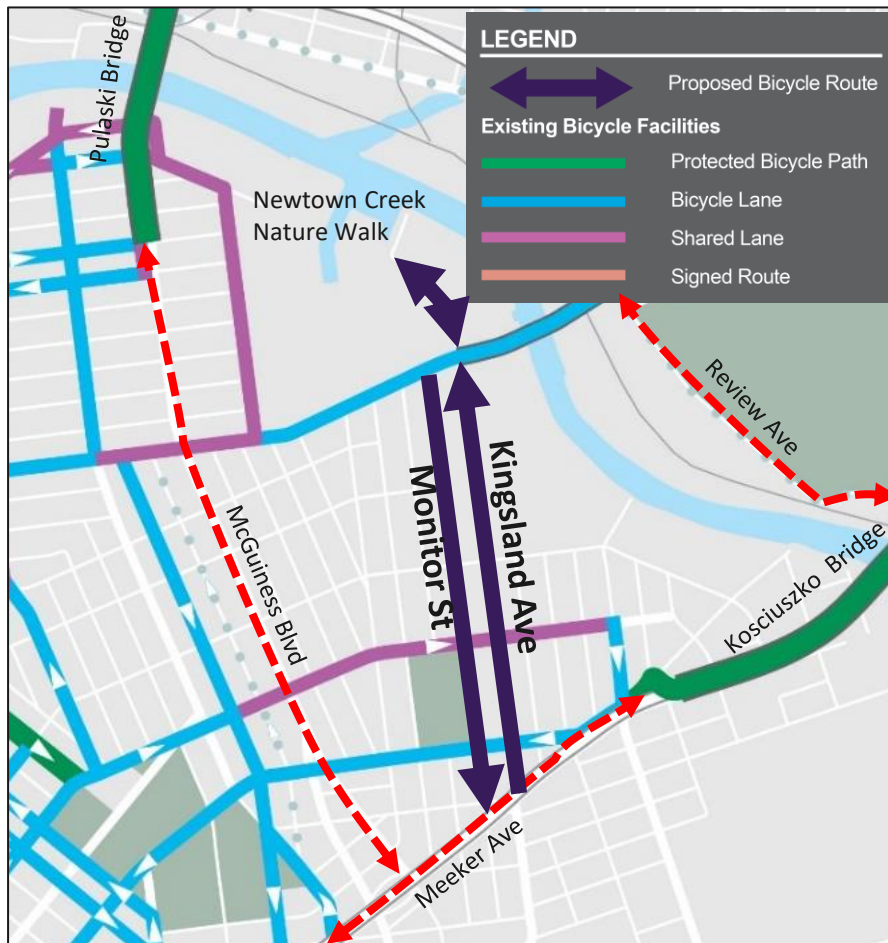
Issues Kingsland Ave Pedestrian Access

- Intersections lack crosswalks and pedestrian ramps
- Pedestrian crossings are frequently blocked by vehicles
- Wide intersections permit unpredictable vehicle movements
- South sidewalk of Kingsland Ave is 8 feet wide with only 5 feet clear
- Trucks parked along south sidewalk block street lighting and create unsafe feeling passage



Issues North-South Bicycle Connections

- There are a number of east-west connections through Greenpoint, but few existing north-south routes
- Planned improvements on Meeker Ave, McGuinness Blvd, and Review Ave



Project Area Safety

Kingsland Avenue and Monitor St
Crash History 2015-2019

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	9	2	0	2
Bicyclists	13	0	0	0
Motor Vehicle Occupant	60	9	0	9
Total	82	11	0	11

- 6.2 Killed or Severely Injured (KSI) per mile puts the corridor in the middle 33% of dangerous corridors in Brooklyn



SAFETY – Protected Bike Lanes

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

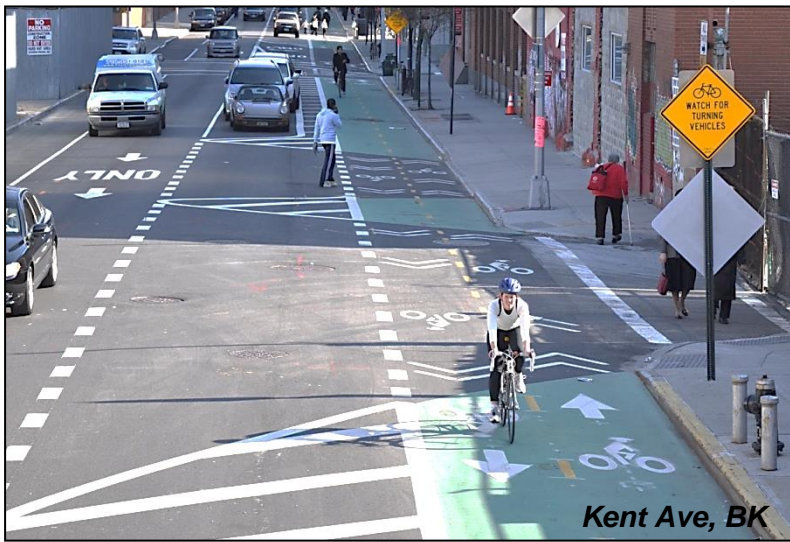
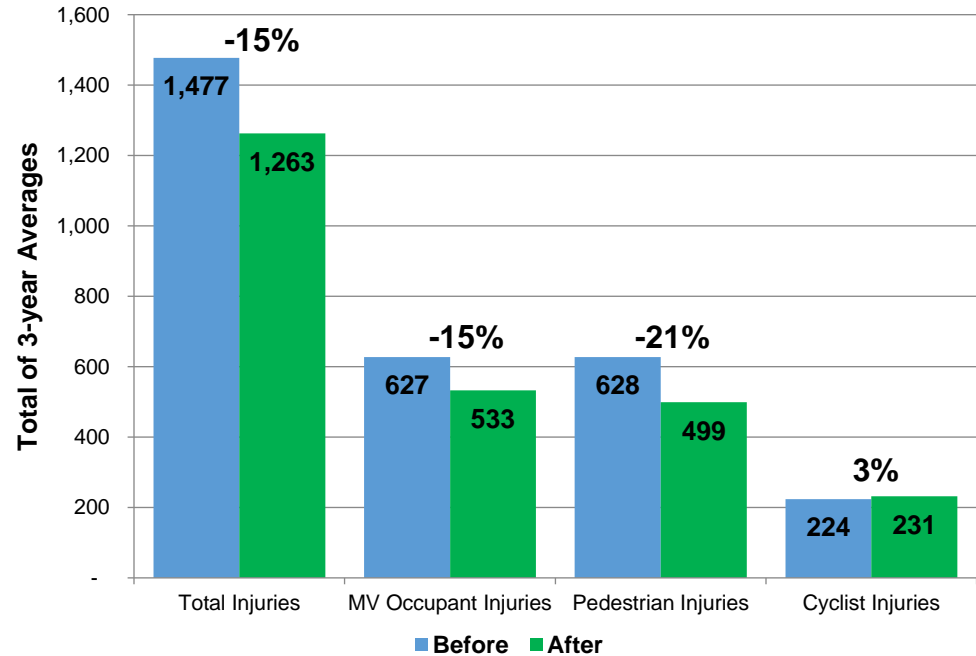
-15% drop in all crashes with injuries
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

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

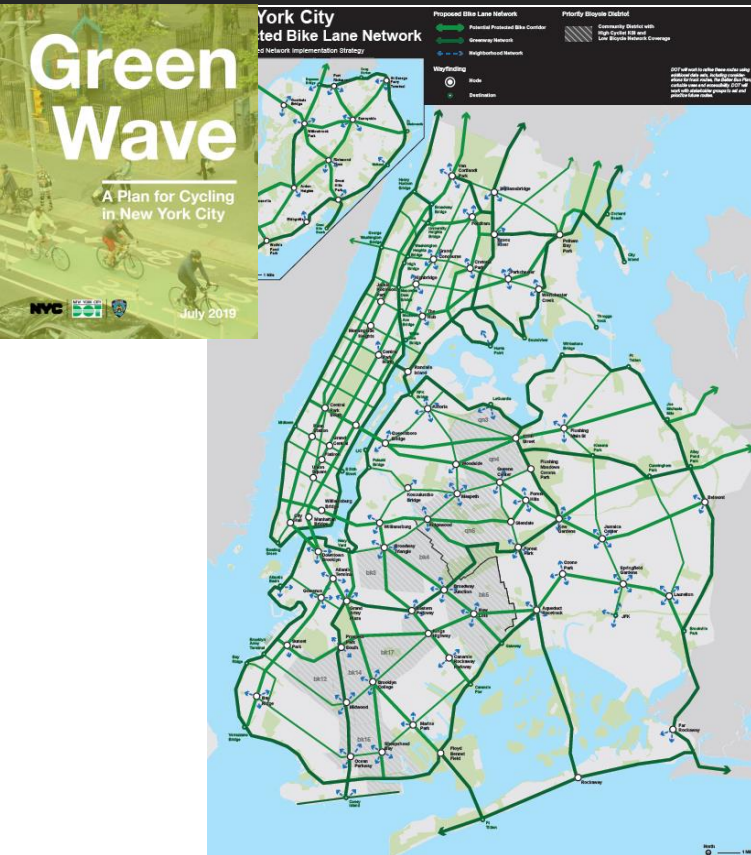
Protected Bike Lanes

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:

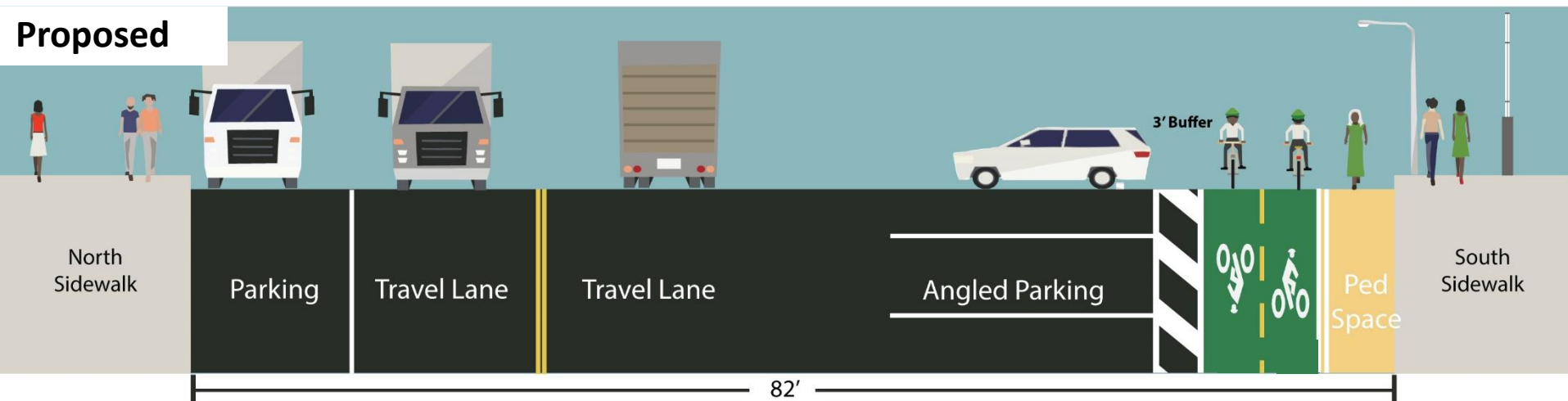
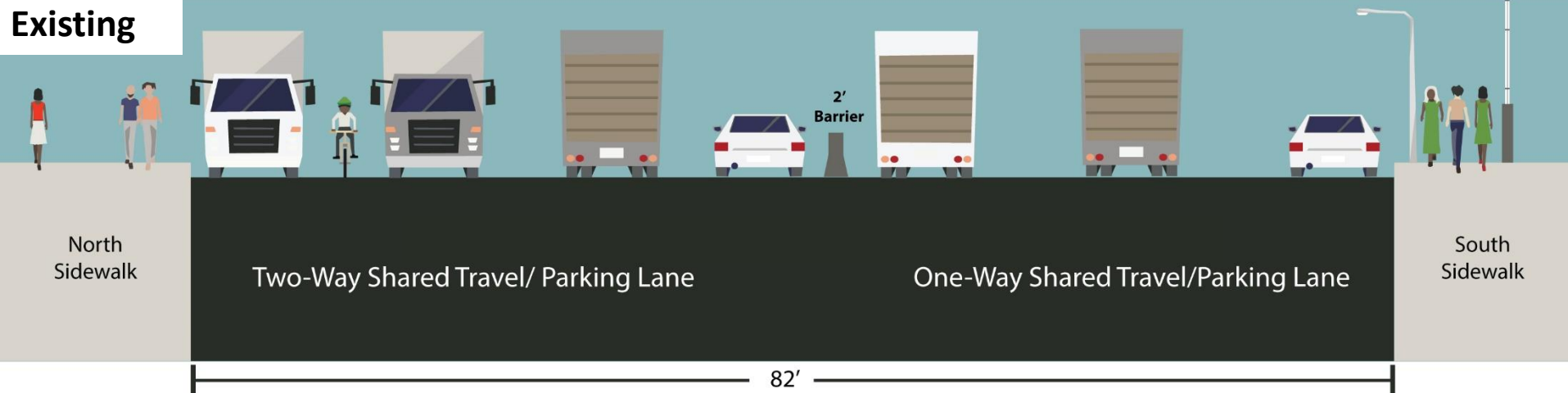
- Launch **next phase of Vision Zero** public awareness campaign, educating drivers with a focus on cyclist safety — and **expand the "Get There"** bicycle encouragement/rules of the road campaign
- **Educate all street users** about safe truck operation on city streets
- Increase helmet giveaways and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

Proposed Design Goals

- Improve pedestrian experience between Greenpoint Ave and Newtown Creek Walk
 - Expand pedestrian spaces
 - Shorten pedestrian crossing distances
- Develop north/south bike connections
 - Provide protected space for people biking
 - Add new dedicated spaces for biking
- Configure Kingsland Ave parking to optimize for passenger vehicles
 - Eliminate opportunities for illegal vehicle storage
 - Size spaces for passenger vehicles
- Maintain motor vehicle circulation



Proposed Design Kingsland Ave, 82' Street Width, North of Greenpoint Ave



- Protected bike lane connects to Newtown Nature Walk
- New pedestrian space improves walking experience of narrow sidewalk
- Angled parking increases number of parking spaces by up to 20 spaces
- Wide moving lanes maintain flexibility for industrial operations

Proposed Design Kingsland Ave, 82' Street Width, North of Greenpoint Ave

Existing



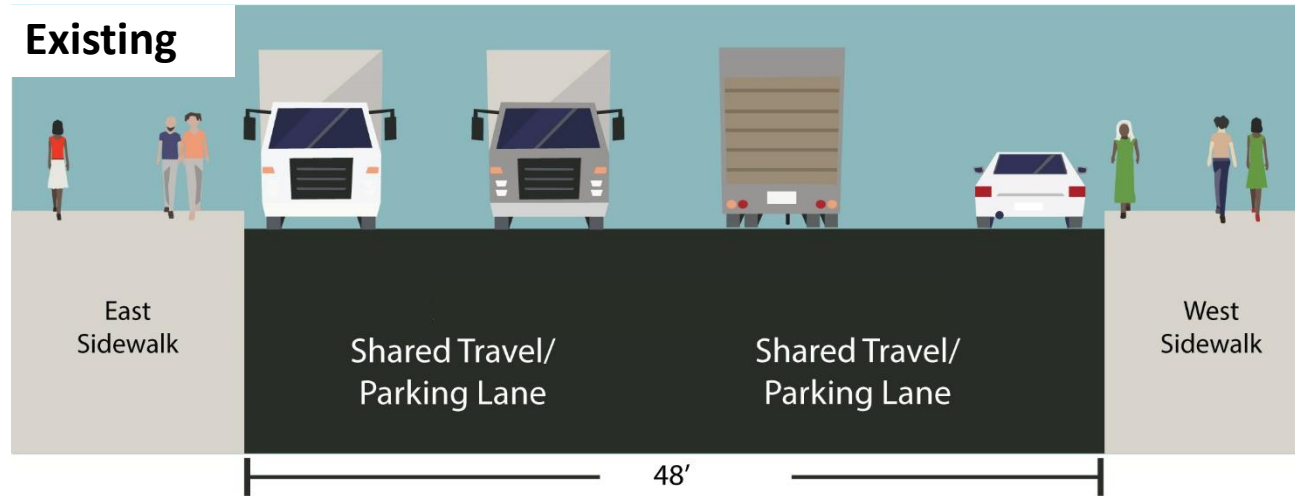
Proposed Configuration: Paerdegat Ave, Brooklyn



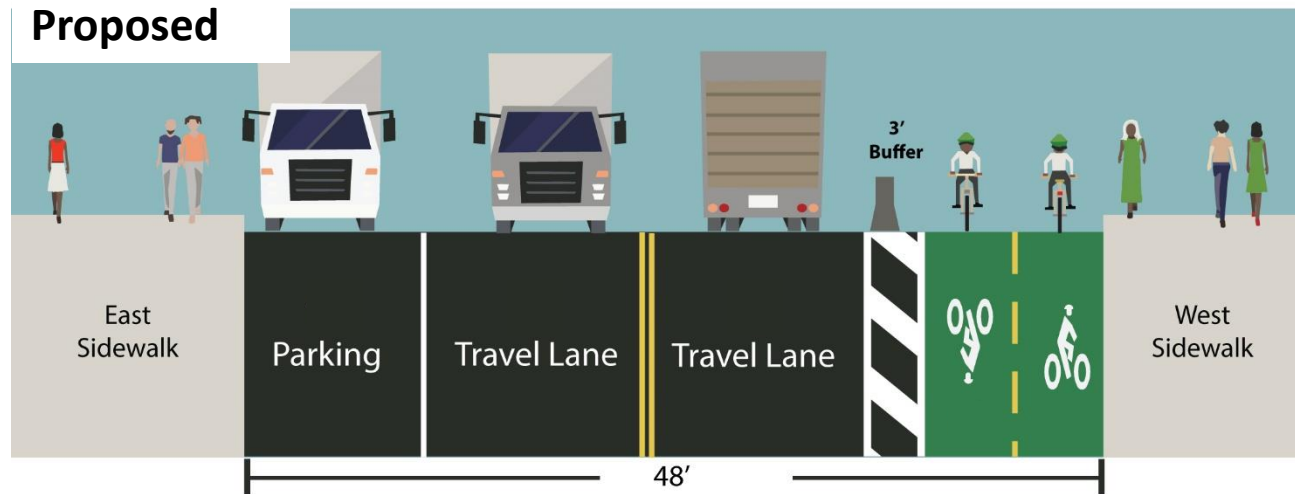


Proposed Design Kingsland Ave, 48' Street Width, North of Greenpoint Ave

Existing



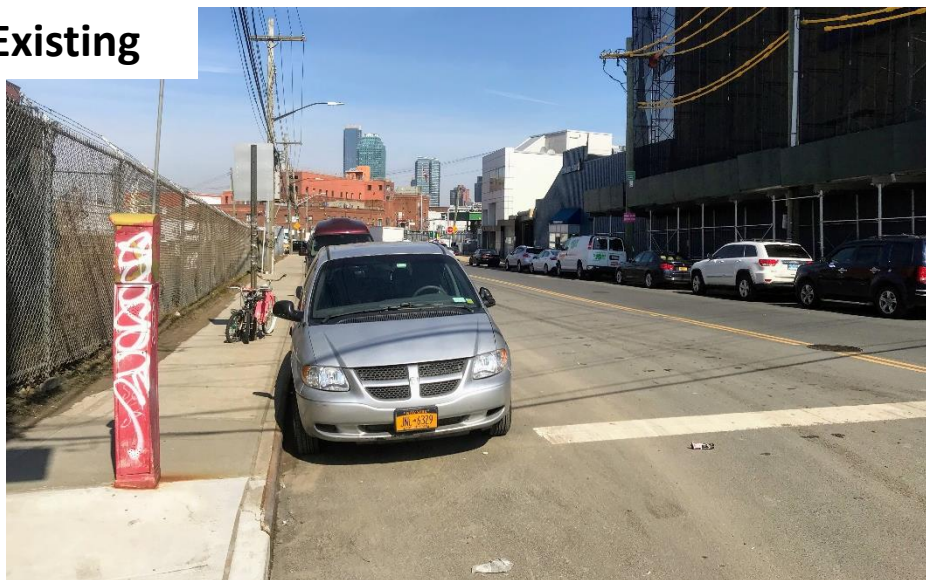
Proposed



- Protected bike lane connects to Greenpoint Ave
- ~12 parking spaces converted on west curb
- Wide parking and moving lanes accommodates truck movements

Proposed Design Kingsland Ave, 48' Street Width, North of Greenpoint Ave

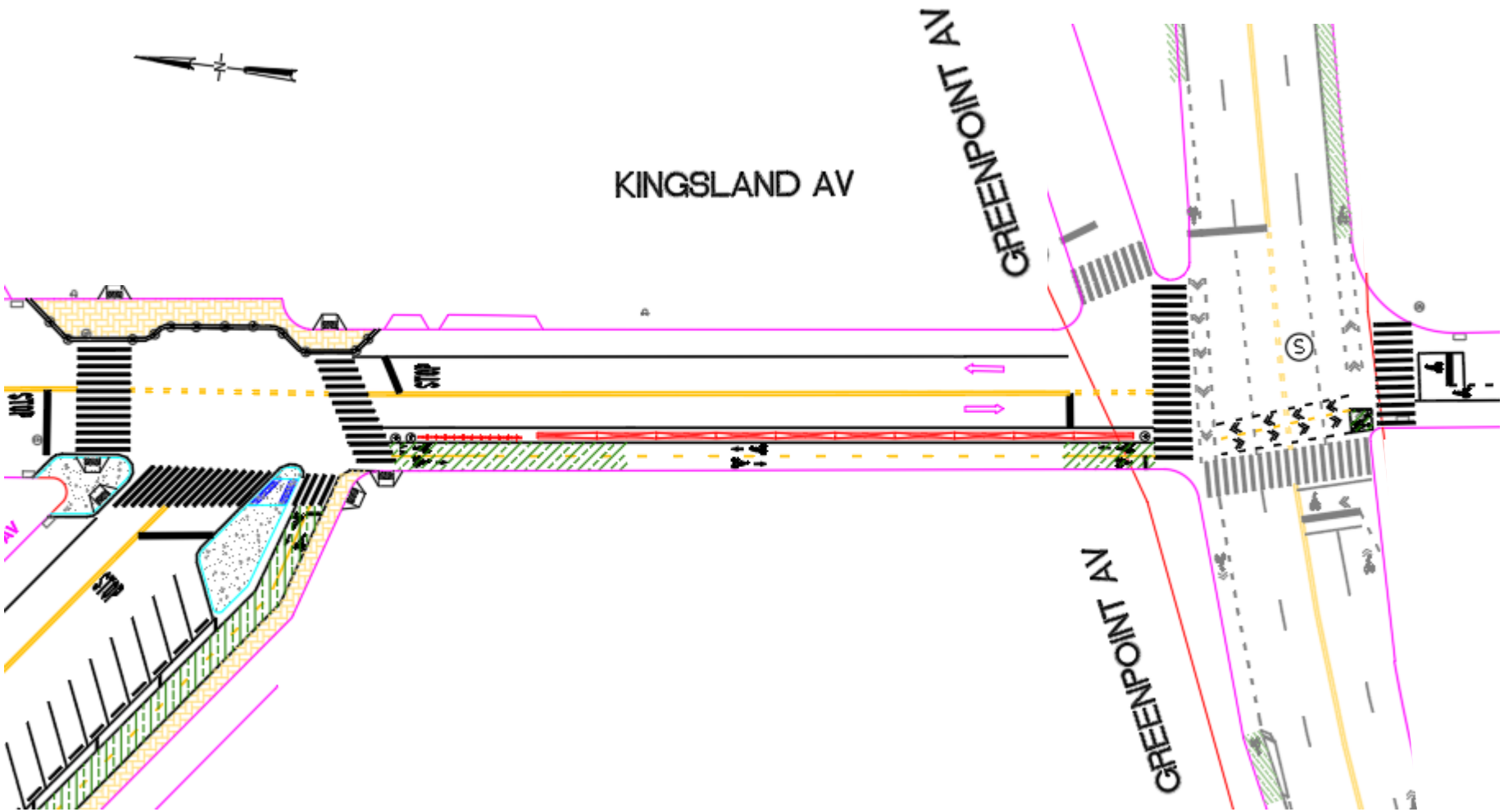
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Proposed: Chrystie St, Manhattan

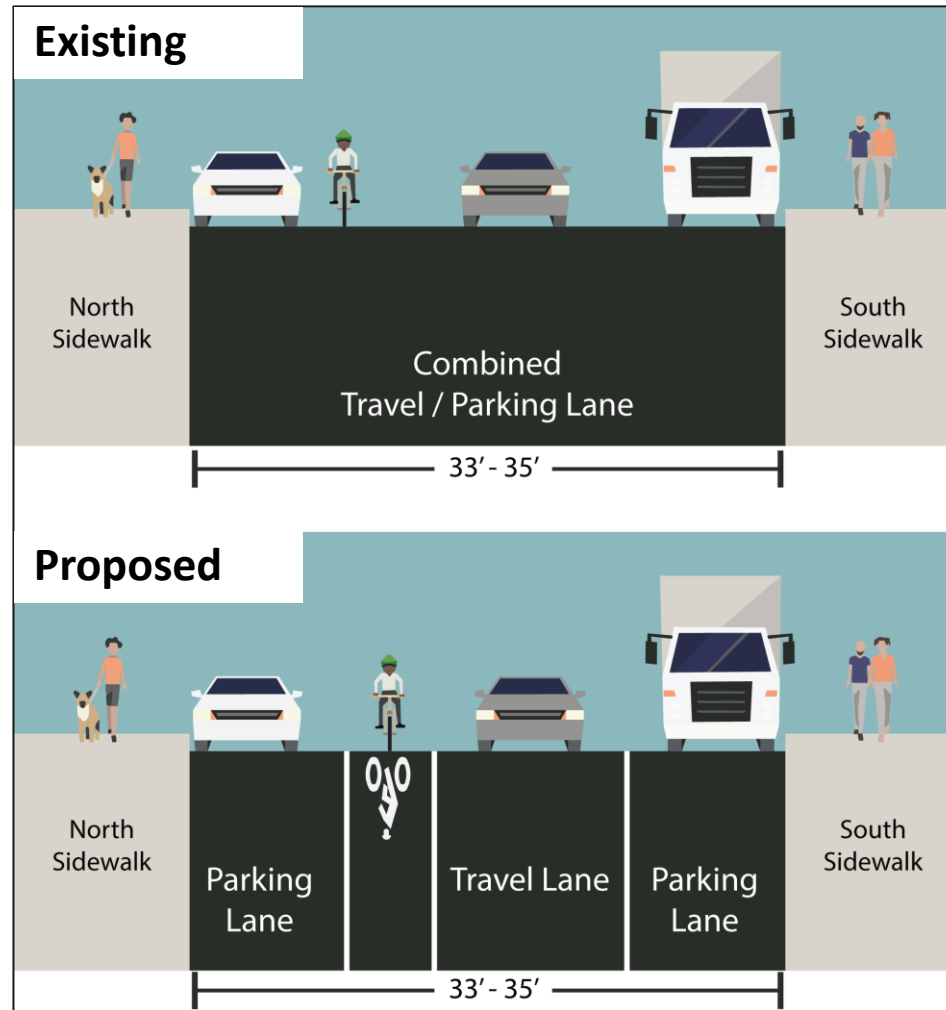


Proposed Design Kingsland Ave, 48' Street Width, North of Greenpoint Ave



Proposed Design:

Kingsland Ave and Monitor St – Greenpoint Ave to Meeker Ave

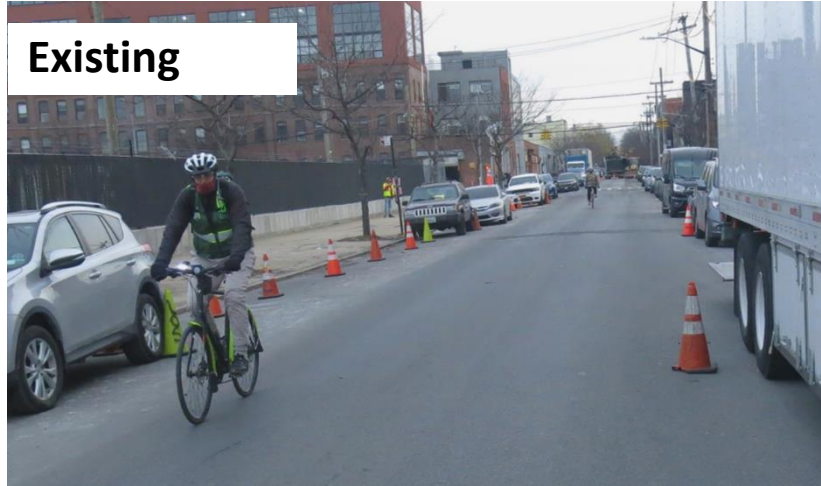


- Maintains traffic capacity
- No impact to parking

Proposed Design:

Kingsland Ave and Monitor St – Greenpoint Ave to Meeker Ave

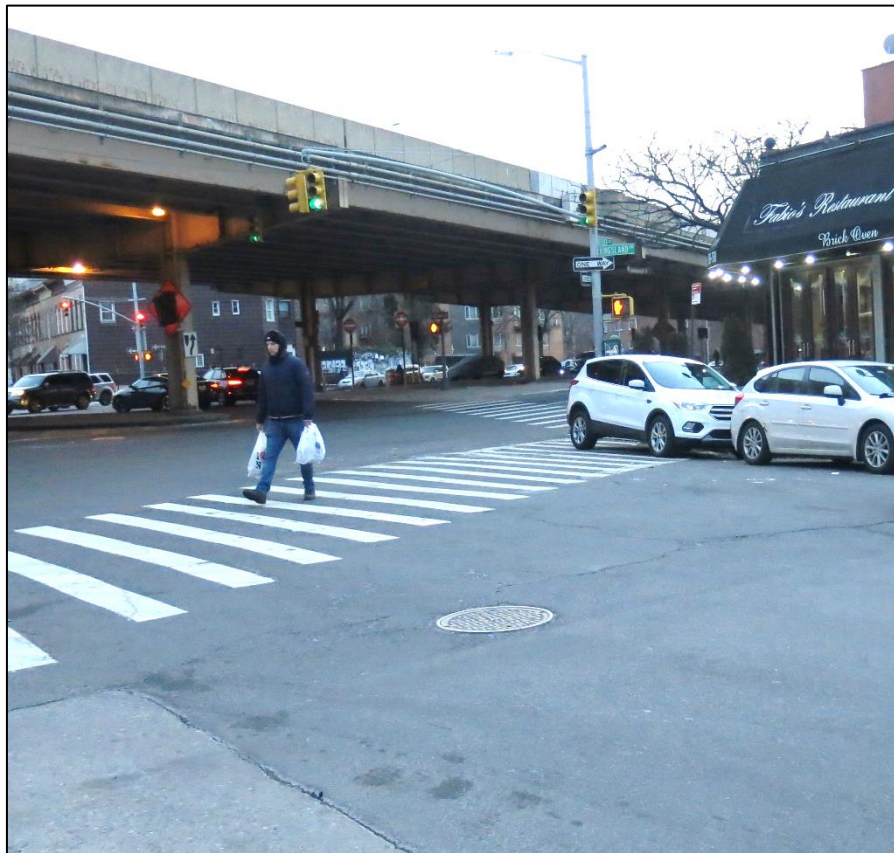
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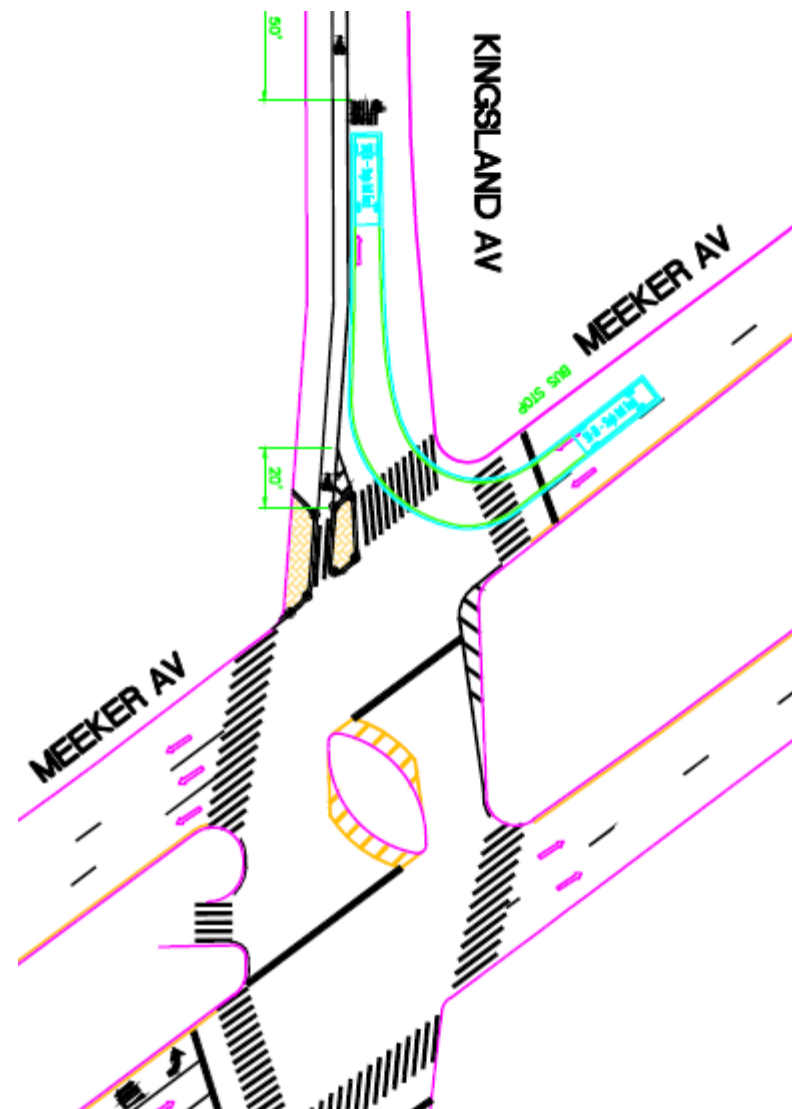
Proposed



Proposed Design: Kingsland Ave at Meeker Ave



- Excess width at intersection:
 - Increased crossing distance
 - Unpredictable traffic movements
- Normalizing intersection provides opportunities for additional pedestrian space



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%

- Creates north-south bike connections in neighborhood with few other options
- Increases pedestrian safety by shortening crossing distances
- Increases pedestrian space approaching Newtown Creek Nature Walk
- Preventing illegal truck parking increases available parking for employees and visitors to northern Kingsland Ave
- Maintains traffic capacity

