

# Borden Ave, Review Ave, Starr Ave

## Protected Bike Path

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



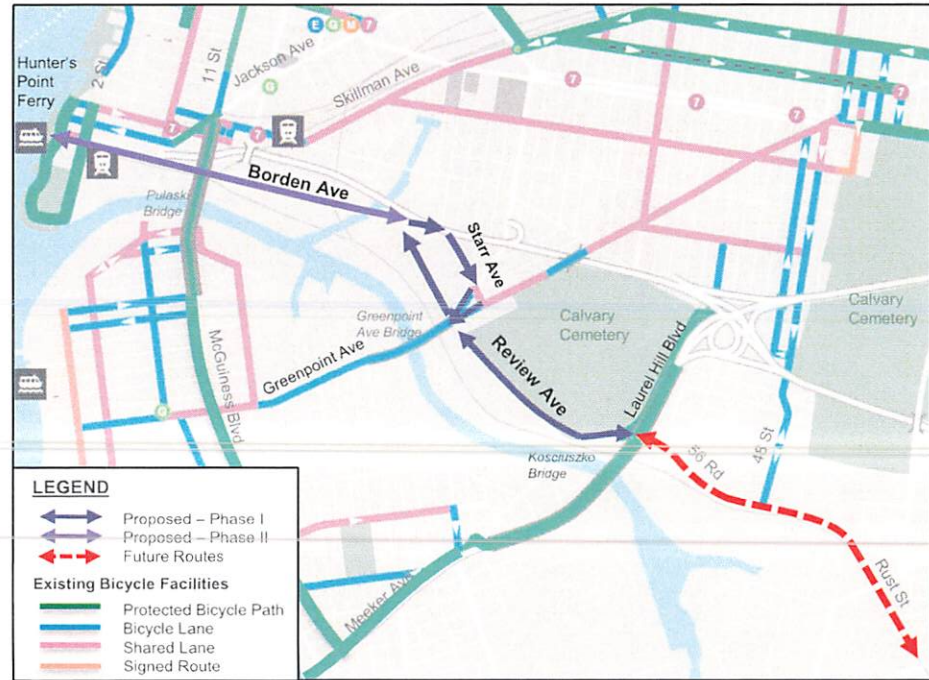
May 7, 2024  
Transportation Committee Meeting Minutes  
Borden Ave, Review Ave, Starr Ave  
Attachment # 3

# 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 21<sup>st</sup>, 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%**

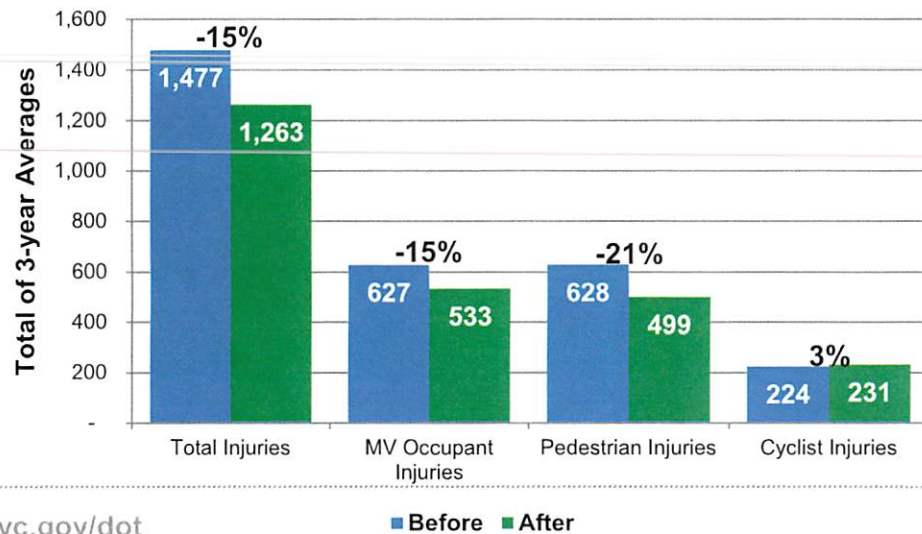
Motor Vehicle Occupant Injuries  
**Down 15%**

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, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database



## 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

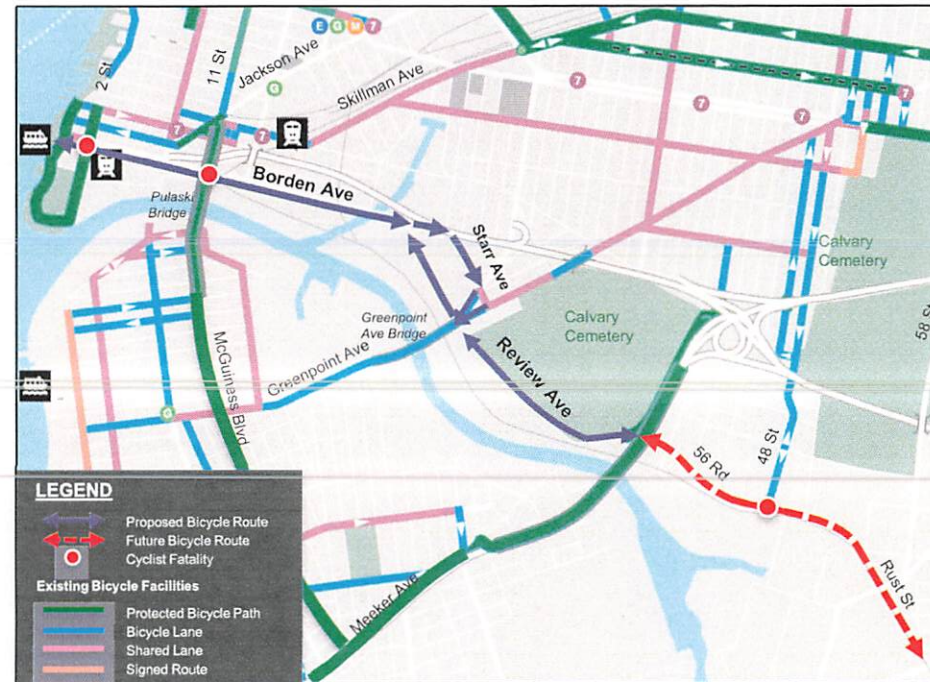
## Project Corridors

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        |
| <b>Total</b>           | <b>178</b>     | <b>10</b>       | <b>5</b>   | <b>15</b> |

Project corridors in top 33% most dangerous in Queens

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



Proposal

2



# Proposed Bicycle Network

## Phase I (Target 2024)

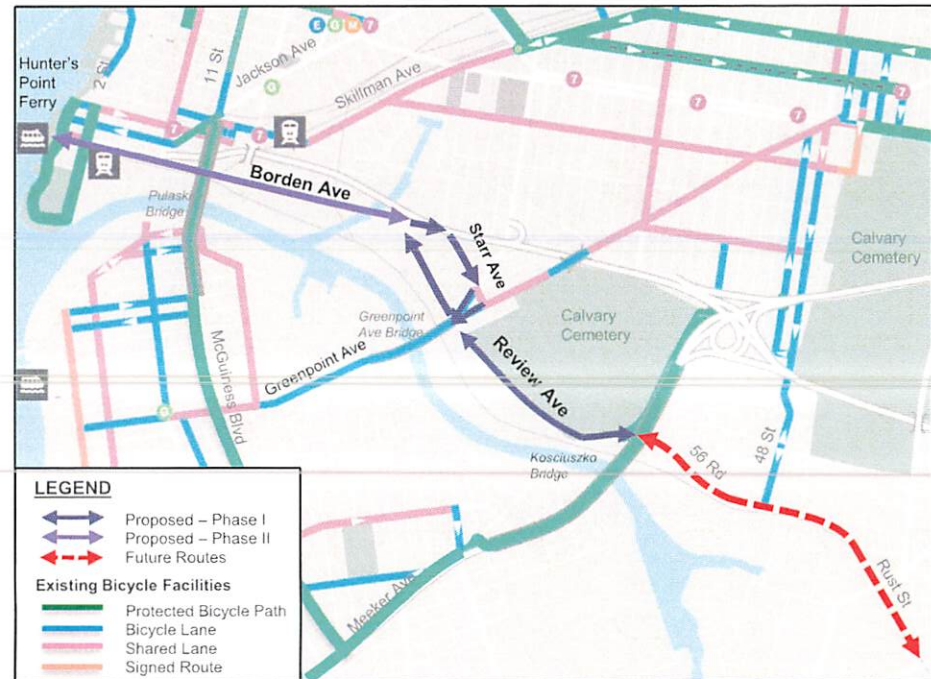
- **Borden Ave**, Review Ave to Starr Ave
- **Starr Ave**, Borden Ave to Van Dam St
- **Van Dam St**, Starr Ave to Review Ave
- **Greenpoint Ave**, Starr Ave to Review Ave
- **Review Ave**, Borden Ave to Laurel Hill Blvd
- **Laurel Hill Blvd**, Review Ave to 56 Rd

## 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
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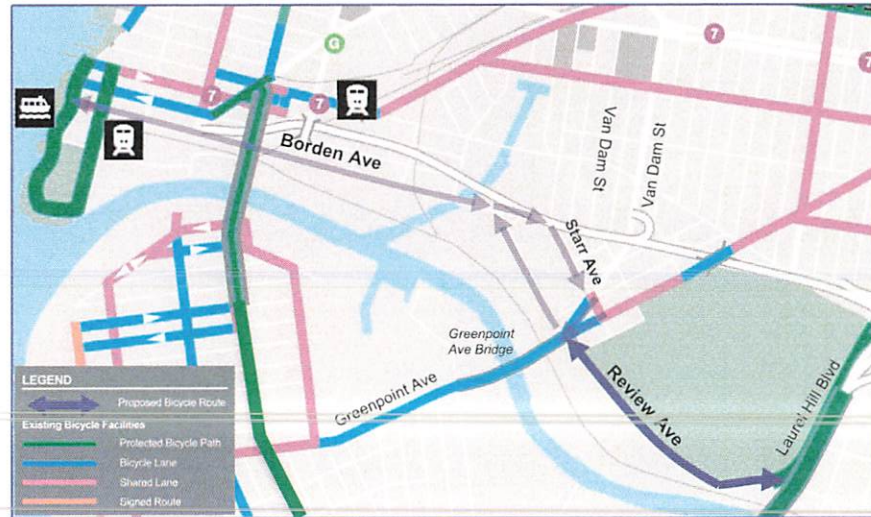
# Review Ave, Greenpoint Ave to Laurel Hill Blvd

## 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



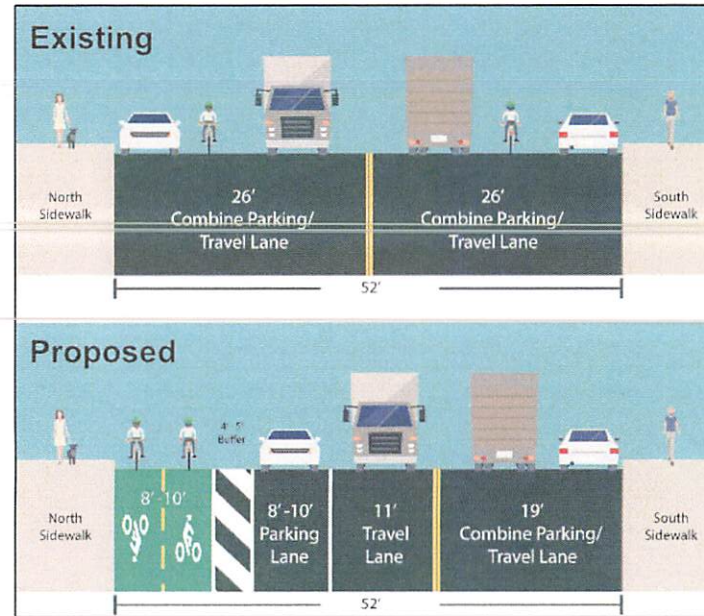
Review Ave



# Review Ave, Greenpoint to Laurel Hill Blvd

## Proposed

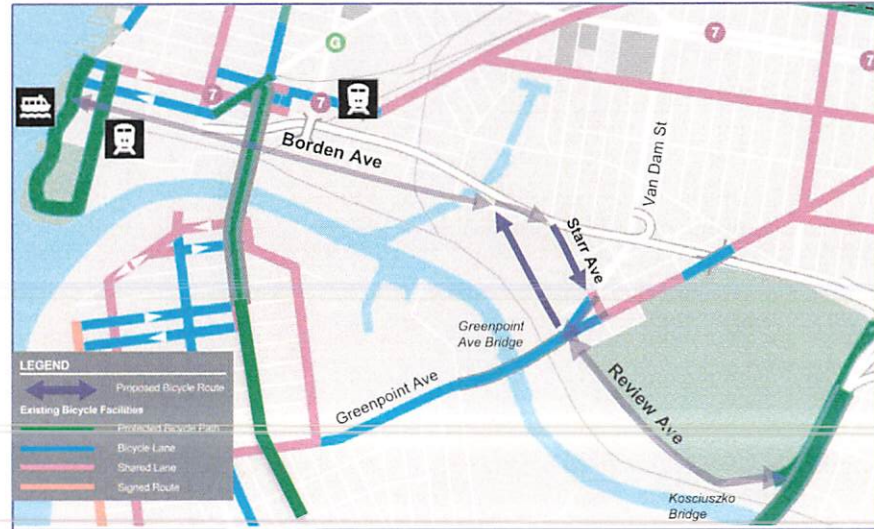
- Install two-way parking protected bike lane on north curb
- Maintain all truck movements
- Convert 37 St from one-way EB to one-way WB



# 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

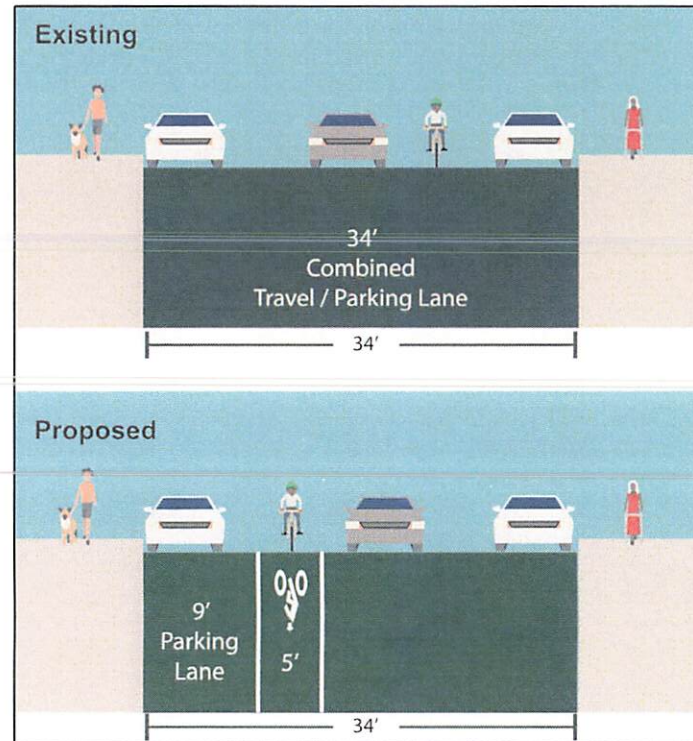




# Starr Ave and Review Ave, Borden Ave to Van Dam St

## 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

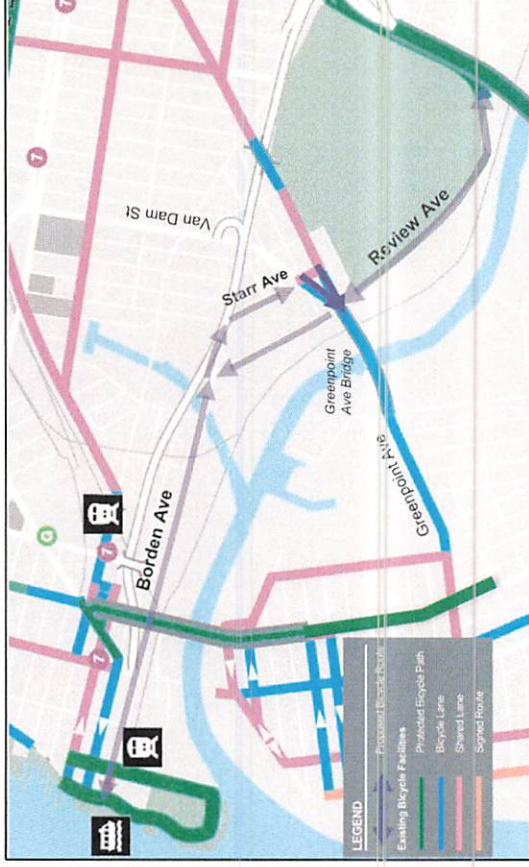
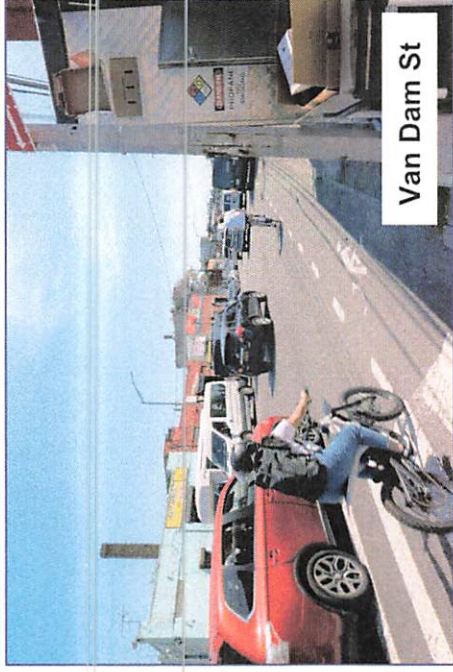
## Existing

### Van Dam St

- Two-way street with WB standard bike lane

### Greenpoint Ave

- One-way street with EB standard bike lane



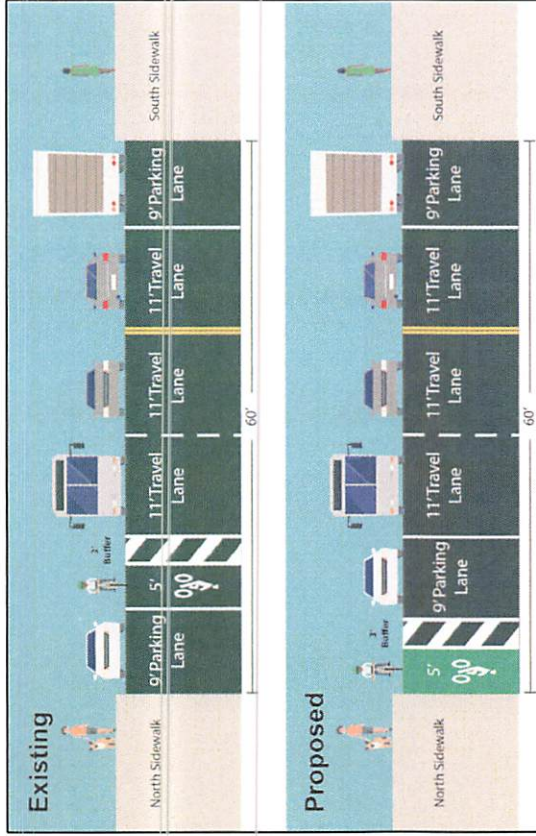


# Van Dam St and Greenpoint Ave, Starr Ave to Review Ave

## Proposed

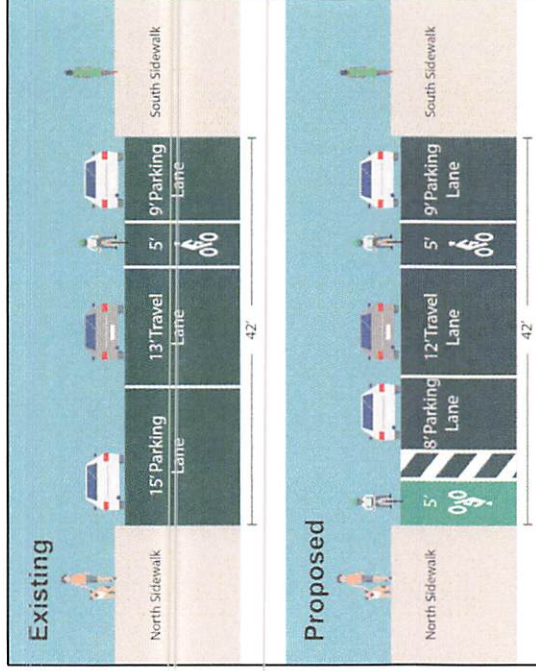
### Van Dam St

- 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



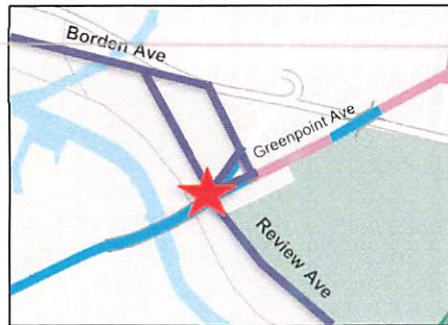
# Greenpoint Ave + Review Ave Intersection

## 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

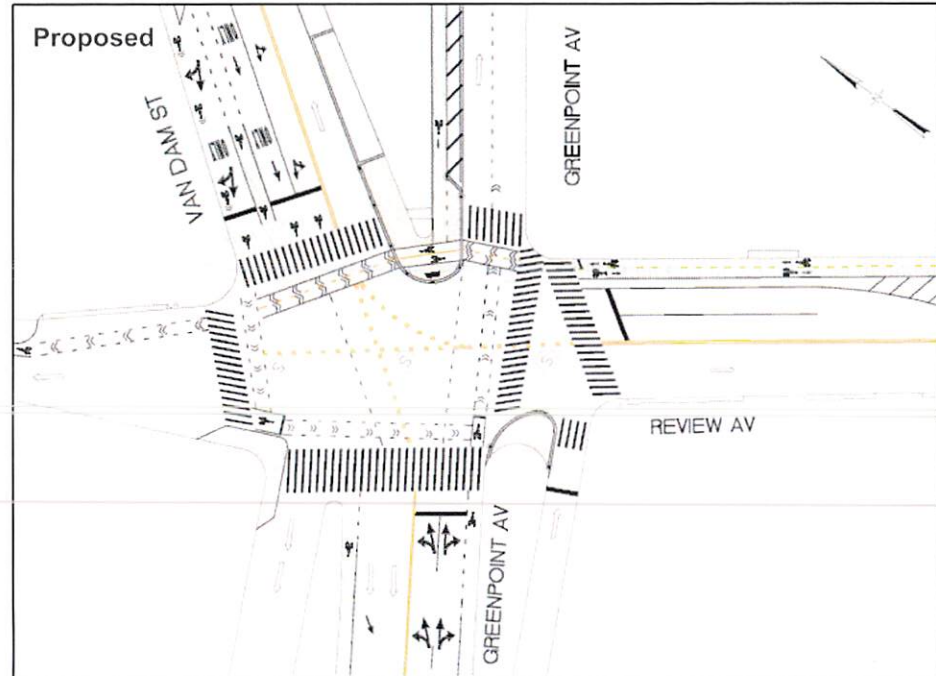
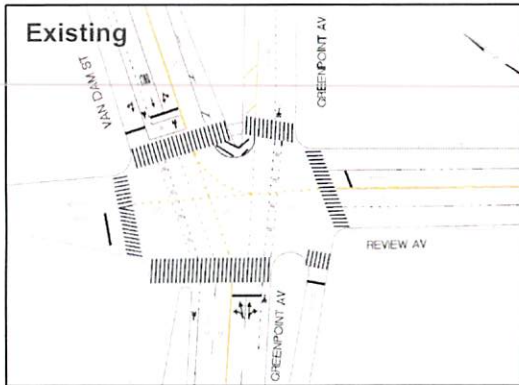




# Greenpoint Ave + Review Ave Intersection

## 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



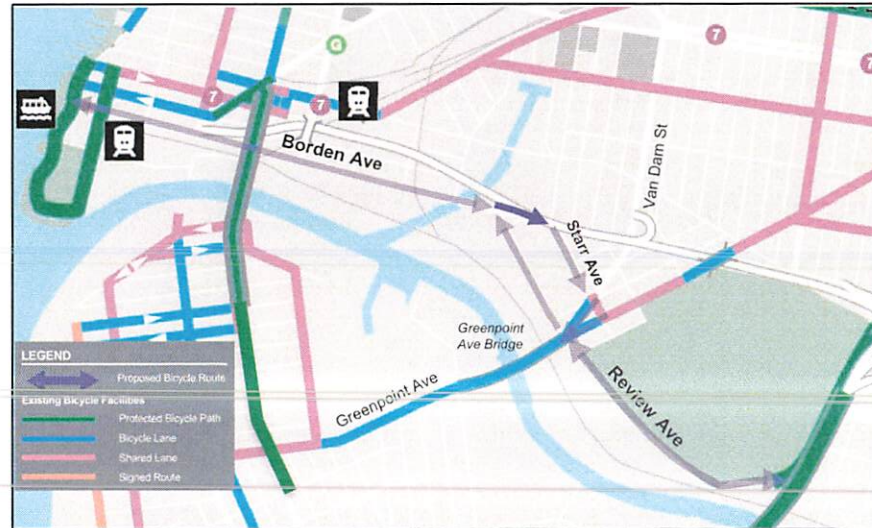
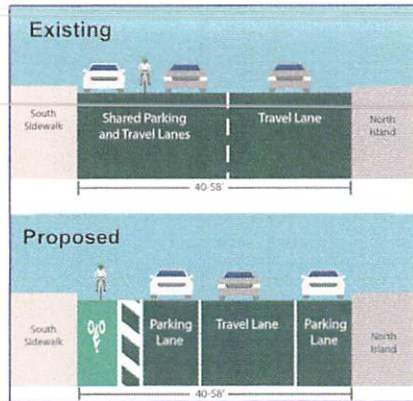
# Borden Ave, Review Ave to Starr Ave

## Existing

- 2-way with 2 travel lanes in each direction between Review and 29<sup>th</sup> St
- 1-way EB with two travel lanes from 29<sup>th</sup> St to Starr Ave

## Proposed

- Add curbside EB PBL
- Remove 1 EB travel lane between Review and 29<sup>th</sup> St





# Borden Ave, Center St to Review Ave

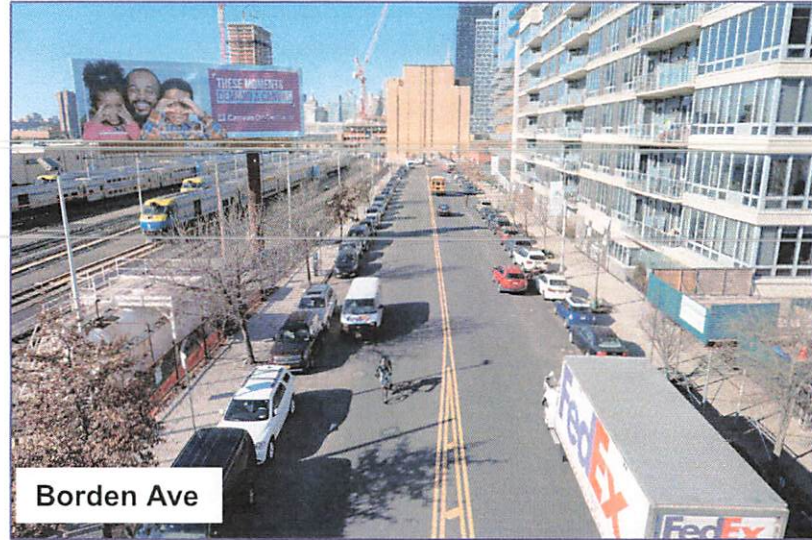
## Existing

- 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

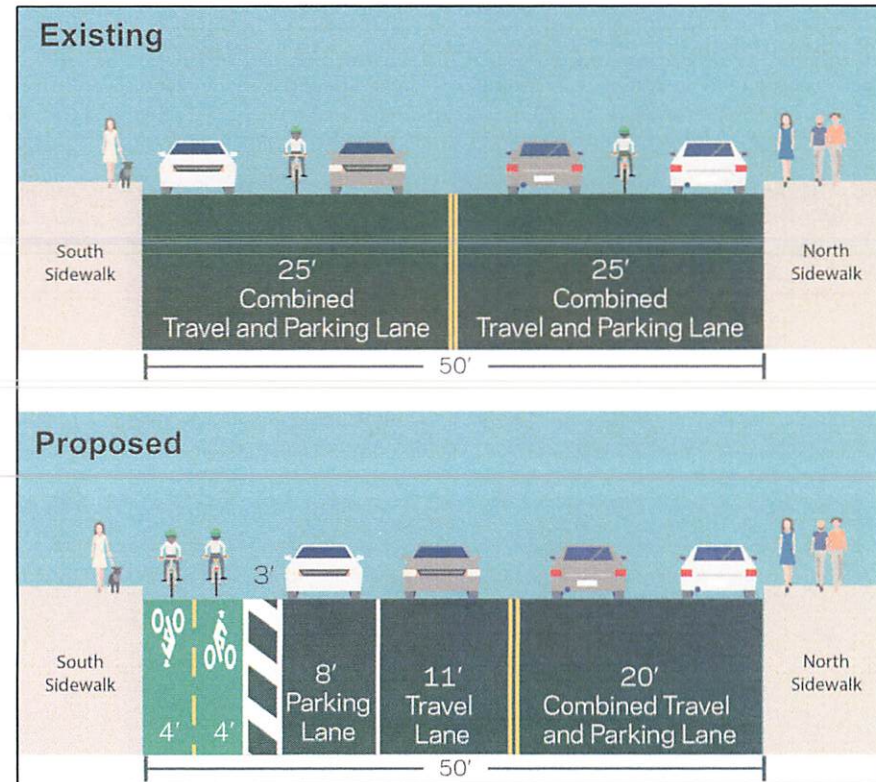
## Proposed

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 2<sup>nd</sup> St
- Remove WB travel lane between 11 St and Vernon Blvd





## Summary & Next Steps

# 3

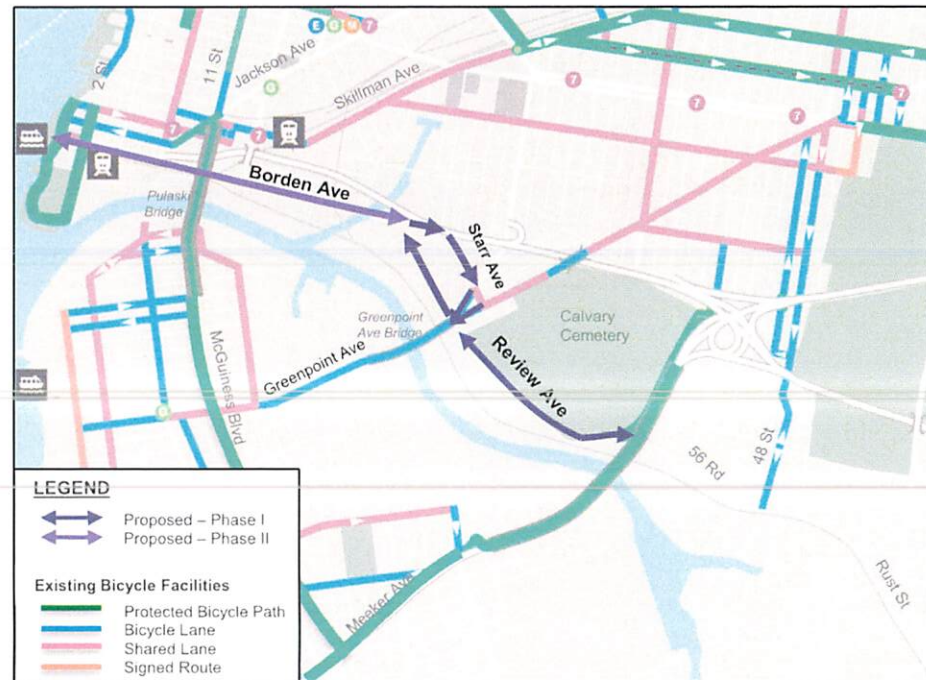
# Summary & Next Steps

## 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?



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